

BRITISH GP Can Lewis strike back against Max?

AUTOSPORT

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15 JULY 2021

F1 2021

BRITISH GP **PREVIEW**

As fans return to Silverstone we hear from the **three Brits** looking for home glory

LEWIS HAMILTON

Reigning champ under pressure

LANDO NORRIS

McLaren's star of F1 2021

GEORGE RUSSELL

Quest for a Williams point





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Three British stars head to Silverstone – and fans will get to see them

Each of the three British Formula 1 stars travel to Silverstone this weekend in the middle of fascinating storylines. Reigning world champion Lewis Hamilton needs to bounce back in the face of the strongest challenge to his title for several years. Lando Norris has arguably been the star of 2021 so far and is the 'midfielder' giving the top guns most trouble. And George Russell's quest for a point for Williams continues as we edge closer to an announcement on what will surely be his graduation to Mercedes in 2022.

We hear from all three in our British GP preview, and look at both their seasons so far and their chances on home turf (see page 16).

We've also got the new qualifying sprint race to look forward to on Saturday. There is a chance that, with cars on the same rubber and the impact of a clash being potentially disastrous for a driver's chances, it *could* be processional. But trying something different is to be welcomed.

Perhaps the best thing about the UK's round of the 2021 world championship, though, is that it will be played out in front of a full house. In many ways, spacious Silverstone is an ideal venue for the government's Event Research Programme, but that doesn't mean it isn't taking its public health responsibilities seriously. As Stuart Pringle tells Alex Kalinauckas on p14, it's taken a lot of work to get to this point and everyone wants a safe and successful GP.



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
22 JULY

British GP report
All the F1 drama from
Silverstone, plus WEC
and WRC action



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Etherington; Sutton; Tee/Motorsport Images

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IMSA ALLOWS HYPERCARS AS MAJOR SERIES CONVERGE

WEC/IMSA

A Toyota Le Mans Hypercar pounding around the banking at the Daytona 24 Hours some time in the middle of the decade could become a reality. LMH machinery will be allowed to race in the IMSA SportsCar Championship from the get-go of the new LMDh category in 2023.

The final strand in the process of convergence that began with the announcement of the LMP2-based LMDh class straddling the IMSA series in North America and the World Endurance Championship in January 2020 was put in place last week. A series of rule changes – and ways of monitoring performance – have been put in place to ensure equality between the two types of cars.

The move was described by Pierre Fillon, president of WEC promoter the Automobile Club de l'Ouest, as a “landmark agreement”. “This major announcement stems from our ambition to forge a common future for endurance racing,” he said. “The manufacturers dreamed of being able to participate in the greatest endurance races in the world with the same model of car: this will now be reality.”

IMSA boss John Doonan suggested the move has “the potential to revolutionise prototype sportscar racing all over the world”.

It remains unclear whether opening up IMSA to LMH will lead to an influx of WEC manufacturers competing against Porsche, Audi, Acura and BMW, the four manufacturers signed up to LMDh so far.

Toyota expressed an interest in competing in the biggest IMSA races on last week's announcement.

“We're passionate about endurance racing and we have made no secret of our wish to take on the challenge of some of the classic races in the USA at some point,” said Toyota Gazoo Racing Europe team director Rob Leupen. “The Daytona 24 Hours, for example, is a legendary event and, when the circumstances allow, we would be excited to participate with our GR010 HYBRID.”

Glickenhaus has been more forthright in its ambitions to race the new Pipo-engined 007LMH in the big IMSA races. “I want to do Daytona and I want to do Sebring and maybe Petit Le Mans [at Road Atlanta],” said marque founder Jim Glickenhaus earlier this year. “I'm more interested in those races than I am in going to Bahrain, Japan or wherever to race in the WEC: I don't sell [road] cars there, but I do in America.”

Ferrari hasn't outlined its position as yet, though it is a long-time player in North American sportscar racing and the USA is the Italian manufacturer's biggest market. Peugeot has stated that it is fully focused on the WEC as a manufacturer that for the moment at least doesn't sell cars in North America.

The idea of a race like Daytona, the traditional IMSA series opener, becoming a round of the WEC hasn't been dismissed by the ACO. Fillon said that it was “on the radar”, though he insisted that the “devil will be in the detail”.

The ability of LMH machinery to go up against the LMDh cars in IMSA has been the subject of debate since the so-called convergence announcement 18 months ago. There has been a fear that the four-wheel-drive capability of an LMH car with a front-axle hybrid system such as the Toyota would offer a significant advantage over the rear-drive LMDh hybrids.

RED BULL WON'T RULE OUT SWOOP FOR RUSSELL

FORMULA 1

Red Bull advisor Helmut Marko believes signing George Russell is "worth considering" if he is not snapped up by Mercedes for 2022, but expects the Briton to partner Lewis Hamilton.

Mercedes is currently mulling over who will partner Hamilton in 2022, with current team-mate Valtteri Bottas and star junior Russell – who has continued to impress for Williams this season – both out of contract at the end of the year.

Mercedes is set to make a decision between Bottas and Russell during the summer. Hamilton signed a new two-year contract earlier this month, locking him in with the team until the end of 2023.

If Mercedes opted not to promote Russell and he became a free agent, Red Bull would take an interest in swooping in to sign the 23-year-old, according to team advisor Marko. But Marko stressed that he did not think Mercedes would make the mistake of letting Russell go by not promoting him, making the prospect of an approach by Red Bull unlikely.

"Russell is certainly worth considering with the performances he is now showing at Williams," said Marko. "The only thing is, that's so utopian, because if Mercedes let him go, that would be such a faux pas, that I honestly can't imagine it."

Marko added that he assumed Russell would be driving for Mercedes in 2022, and when asked if Red Bull would make an offer if he wasn't, replied: "If I am informed correctly, then that is not relevant."

**LUKE SMITH AND
CHRISTIAN NIMMERVOLL**



Both LMH and LMDh machines will be able to battle it out at Daytona from the start of 2023



The so-called '120 rule', the speed in km/h below which hybrid power cannot be deployed, has been moved from the technical rules to become a Balance of Performance tool. What this means has yet to be fully explained, but it appears that the minimums for hybrid activation – the wet-weather speed was set at 140km/h (90mph) for the first two rounds of the 2021 WEC – will shift from circuit to circuit.

The advantages of running a hybrid system at the front have also been limited, while control software will restrict the ability of the rear-axle hybrid system on the LMDhs to work as traction control. The tyre widths for the cars have also been confirmed. All-wheel-drive cars will run 14in front and rear, while 2WD machinery, LMH or LMDh, will run 13.5in and 15in front and rear.

There will also be cross-fertilisation of windtunnel testing between the two rulesets. LMHs, which are homologated in the Sauber tunnel in Switzerland, will also be tested in the Windshear facility in North Carolina used for the LMDhs, and vice versa.

- The 2021 WEC will climax with a double-header in Bahrain after the cancellation of the Fuji round set for September. The WEC has been forced to forgo its trip to Japan in light of continuing entry restrictions into the country. The fifth round of the six-event season will now take place at the Bahrain International Circuit as part of the championship's first double-header in the nine seasons since its relaunch in 2012. The first of the two races, a six-hour event, will take place on 30 October, while the existing eight-hour finale has been brought forward from 20 November to 6 November.

GARY WATKINS



Toyota took Daytona pole in 1992, then won in 1993

MURENBEELD

NEXT WEEK

WEC AND IMSA

We report from the latest Hypercar battle as international sportscars return to Monza, plus action from the latest IMSA round at Lime Rock.

Red Bull push not sacrificing 2022 car

FORMULA 1

Red Bull does not believe it is compromising efforts on its 2022 car by continuing to push on with upgrades to its current Formula 1 challenger.

The Milton Keynes-based squad has been much more aggressive with developing its RB16B than title rival Mercedes has with its W12, allowing it to pull clear on outright performance.

Red Bull has worked on all areas of the car, including the wings, diffuser, floor, and bargeboard area in the bid to eke out more performance, leading to its current five-race streak of wins.

But Red Bull F1 boss Christian Horner said the team was working well to balance resources and is not sacrificing development of its new car ahead of the overhaul

of the regulations. "The team's doing a great job of balancing the challenges of this year and next year," he said. "It's nothing new. I mean there's a lot being made of it at the moment, but we've had big regulation changes in the past, so you just have to balance your resource and apply it to what needs the most. I think the team are working incredibly hard, extremely well and effectively."

As work continues on Red Bull's 2022 car, Horner made clear that current head of aerodynamics Dan Fallows would not be released early from his contract to join Aston Martin. Fallows has signed a deal to become Aston Martin's new technical director, but only upon the expiration of his Red Bull contract in 2023.

Aston Martin had hoped



to talk with Red Bull about securing an early release, but Horner felt the situation was "really clear". "He's working on the [2021] car, he is working on next year's car, and he's still got a significant amount of time," Horner said.

"He only signed the contract at the end of last year, so there's a significant period of time before mid-2023. We'll obviously keep him busy during the rest of his contract."

JONATHAN NOBLE

F1 to respond to Hamilton Commission

FORMULA 1

Formula 1 chiefs are ready to act and improve the representation of black people within the series and wider industry after the long-awaited Hamilton Commission report was published this week.

The report, inspired and led by seven-time world champion Lewis Hamilton along with the Royal Academy of Engineering, is the culmination of 10 months of research into why black people are under-represented in UK motorsport.

The commission focused on defining why just 1% of employees in F1 are from black backgrounds. While the findings involved some wider societal issues, other factors directly related to motorsport teams' actions have also emerged. These include hiring practices that favour students from just a select group of high-ranking universities, plus geographical factors that mean that opportunities for work experience at



rural-based teams were out of reach for students from many black communities.

The Commission has outlined 10 recommendations that it believes need to be followed to achieve improved diversity in motorsport. These include implementing Diversity and Inclusion Charters at F1 and teams, expand apprenticeships, pilot new approaches to increase black teachers in STEM subjects, and create scholarship programmes to enable black graduates to progress into specialist motorsport roles.

The report has also highlighted other factors in F1 that could hinder progress, such as the new cost cap, which may act as a deterrent for teams to offer apprenticeships to young black students.

F1 indicated that it will assess the recommendations and will be "announcing more actions in the coming days".

The spark to launch the Hamilton Commission came after the Mercedes driver looked at a team photo in 2019 and noted the lack of diversity. "It was a real stark reminder as I zoomed in on those pictures, how little progress had been made into making the sport more inclusive," Hamilton said. "So, that is when I knew that I needed to do more, and where the idea of the Hamilton Commission came from."

Hamilton will personally be involved in efforts to ensure that the Commission findings are acted upon.

JONATHAN NOBLE



BTCC Senna Proctor topped the British Touring Car Goodyear tyre test at Oulton Park last week. Conditions were mixed across the two-day test, with the BTC Racing Honda Civic Type R driver setting a best of 1m25.656s on Tuesday (6 July), just ahead of the Team Dynamics Civic of Gordon Shedden in a Honda 1-2-3. Shedden set the best time on day two. Andrew Jordan also drove the 2022 hybrid test mule, the 2013 champ getting within 1s of the pace. **Photograph by JEP**

Pure ETCR could headline all-electric events

PURE ETCR

Formula E will trek to South Africa, Canada and South Korea in 2022 as part of a facelifted schedule. The races fall in one calendar year again and a double-header in Saudi Arabia opens the batting in late January before the Mexico City circuit

returns after its use as a COVID-19 testing site.

An inaugural Cape Town event arrives on 26 February, with the support of Jaguar helping to get the deal over the line, before China returns but with an unconfirmed venue.

Monaco, which becomes an annual fixture, is sandwiched

by Rome and Berlin, while the 4 June slot is vacant. That's the official party line, but Autosport understands a deal has been signed with Jakarta, Indonesia at last. Although this race is unlikely to come to fruition, in part due to local pressure for the government to direct some of the £53million it spent on the

Formula E bid to go towards upgrading infrastructure after recent deadly floods.

Championship boss Jamie Reigle gains a home race in Vancouver to mark Canada's return following a five-year absence since the Montreal finale in 2017. Visits to New York City and London then lead to a brand-new final race, with South Korean capital Seoul formally announced to host a brace of races at the Jamsil Sports Complex. City mayor Oh Se-hoon had snuck in early by revealing the race dates last month.

After missing out for 2022, backers of the Formula-Eindhoven Foundation bid have issued a statement reinforcing the strength of a Dutch bid and hope to be added in 2023, when Paris will finally make its return.

MATT KEW



P32 FORMULA E ACTION

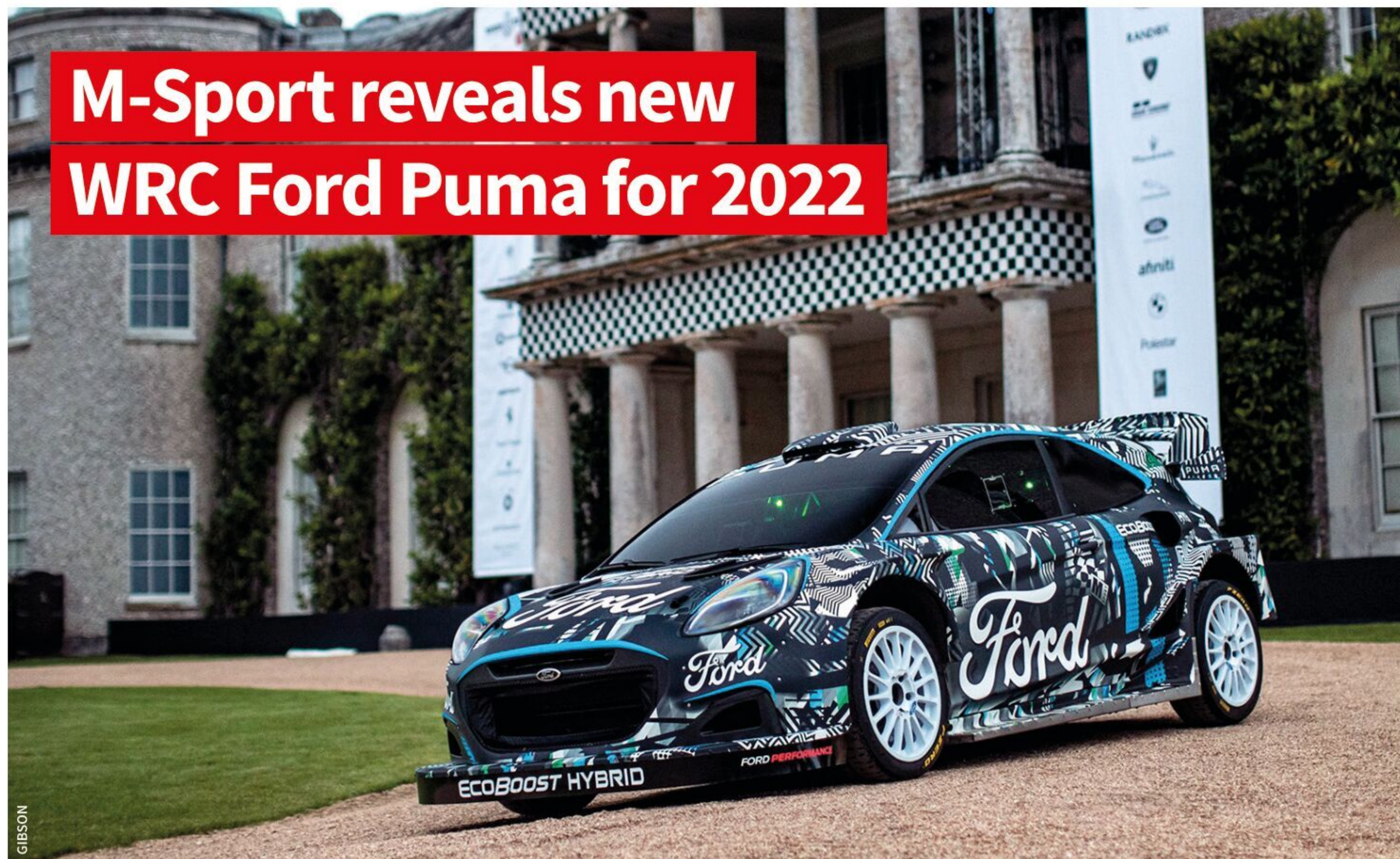
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M-Sport reveals new WRC Ford Puma for 2022



WRC

M-Sport unveiled its Ford Puma hybrid that will contest the 2022 World Rally Championship at Goodwood last week.

The British team is the first to officially launch its Rally1 prototype, built to the WRC's new hybrid rules that will see a 100kW electric motor combine with the traditional internal combustion engine.

M-Sport had been testing its Rally1 prototype using a Ford Fiesta platform but a decision from Ford in the US has resulted in a switch to an all-new Puma body for 2022.

The car was revealed at the Goodwood Festival of Speed, where current M-Sport

driver Adrien Fourmaux and test driver Matthew Wilson conducted demonstration runs up the famous hillclimb.

Ford's global CEO Jim Farley attended the launch, alongside Ford Performance global director Mark Rushbrook. Ford Performance has played a key role in helping partner M-Sport develop its new Puma.

"Ford is 100% committed to an electrified future, and the white heat of competition has been responsible for many of the innovations that appear in our road cars today," said Rushbrook. "The M-Sport Ford Puma Rally1 will put hybrid power to the ultimate test, and prove that the technology is capable of delivering thrilling performance."

M-Sport boss Malcom Wilson added: "The new era of WRC cars is one of the biggest technological advancements in the WRC to date. The introduction of the hybrid means that the cars will be more powerful than ever while also directly reflecting the powertrains within their road-going counterparts.

"The switch to the Puma is very exciting, with the name already having rally heritage. The car looks fantastic and I cannot wait to see it at the Monte Carlo Rally in early 2022.

"Launching this new car at Goodwood is also very special, being one of the most iconic events in the motorsport calendar."

TOM HOWARD

Ypres victor Breen back for Belgium attack

WRC

Craig Breen will join Hyundai's World Rally line-up for Belgium's Ypres Rally next month.

The Irishman will drive the third factory i20 Coupe at the 13-15 August event in place of Spaniard Dani Sordo, who has contested the last three events held on gravel roads.

As previously reported, Breen has been drafted back

in for this week's Rally Estonia, which will be his first WRC event since April's Rally Croatia, where he finished eighth.

The asphalt roads of Ypres hold plenty of positive memories for Breen, who won the event when it was last held in 2019, when it was not a WRC round.

"It is a rally I have good memories of so I'm looking forward to making more," said the 31-year-old.

• Nine events have been revealed on a partial 2022 World Rally Championship calendar released last week. The 2022 campaign, which could extend to 13 events, will begin at Monte Carlo on 20-23 January, followed by Sweden on 24-27 February. Events in Portugal, Italy, Kenya, Spain, Japan, Estonia and Greece will also feature, although dates and the order are still to be announced.

TOM HOWARD



Paul Nagle and Craig Breen won Ypres Rally in 2019

JEP/MOTORSPORT IMAGES

Boyd (inset) raced LMP2 ORECA to third at Algarve WEC round

JEP/MOTORSPORT IMAGES



Boyd gets United Le Mans debut

LE MANS 24 HOURS

Wayne Boyd has landed the plum United Autosports LMP2 seat alongside Paul di Resta and Alex Lynn for the Le Mans 24 Hours.

The North Irishman, winner of the LMP3 European and Asian Le Mans Series titles with United in 2020 and 2021 respectively, was the team's preferred option for the vacant seat in its #23 ORECA-Gibson 07 for the centrepiece World Endurance Championship round on August 21-22. But United boss Richard Dean stressed that he needed to find the finance to make the move possible. That has now happened and Boyd will make his Le Mans 24 Hours debut.

"We're getting close with the budget and, with the deadline for nominating drivers coming up, we decided to push the button on it," explained Dean. "To our minds Wayne has completed a line-up that has on paper got to be one of the best out there. People don't see what a good job he has done for us: he's quick, never damages the car and has been very loyal."

"Le Mans is one of my favourite circuits and, luckily, I've had a decent amount of

mileage around the track after doing the Le Mans Cup [support race] the last two years," said Boyd. "We were on pole last year in LMP3 by eight tenths so I'm confident I'll be up to speed quickly."

The 30-year-old has landed the drive after racing in P2 for the first time this year. He has contested the Sebring and Watkins Glen IMSA rounds for United, will also do Petit Le Mans later in the year, and raced in the Algarve WEC event after Fabio Scherer was ruled out following a positive COVID test result.

Before his career pause, Boyd won the 2008 British Formula Ford title and Brands Hatch Festival in a Jamun-run Mygale. He then took his only British F3 success in the wet at Donington Park the following year, driving a T-Sport Dallara.

- Mercedes Formula E driver and Toyota WEC reserve Nyck de Vries will return to the Racing Team Nederland LMP2 line-up in this weekend's Monza WEC round. The Dutchman will drive with Giedo van der Garde and Frits van Eerd in place of Job van Uitert, who failed a COVID test ahead of last weekend's Monza ELMS round.

GARY WATKINS

IN THE HEADLINES

NORRIS MUGGED AT WEMBLEY

McLaren Formula 1 star Lando Norris was mugged following the Euro 2020 football final between England and Italy at London's Wembley Stadium last Sunday night. Upon exiting the stadium, the 21-year-old was mugged and left "shaken" by the experience according to a statement released by his team, which confirmed he was otherwise unharmed.

FERRARI BOSS TO START LM

Ferrari supremo John Elkann will wave off the field at the start the Le Mans 24 Hours in August. Elkann will drop the French flag on the 62-car field at this year's double-points round of the World Endurance Championship at 4pm on 21 August, ahead of Ferrari's return to the top class in 2023.

MORE MOTOGP FOR PORTUGAL

A second MotoGP round at the Algarve Circuit will replace the Australian Grand Prix at Phillip Island on the 2021 schedule. The Australian round was cancelled amid the country's strict closed border policy during the global health crisis. The Algarve GP will take place on 7 November.

BRITS ON TOP IN GERMANY

British drivers Dan Harper, David Pittard and Ben Tuck scored more success in the Nurburgring Nordschleife-based NLS series last weekend. Harper, the 2019 Porsche Carrera Cup GB champion, drove to victory on Saturday alongside Max Hesse and Neil Verhagen in their BMW Junior Team M6. Pittard and Tuck then won on Sunday in the Walkenhorst BMW they shared with Norwegian Christian Krognos.

BEARMAN WINS AGAIN IN F4

Briton Oliver Bearman continued his fine run of form with two wins in ADAC Formula 4 at Zandvoort last weekend. The 16 year-old Van Amersfoort Racing driver, who also leads the Italian F4 championship, is now 50 points clear in the German series.

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Carlos Reutemann

— 1942-2021 —

MARCUS SIMMONS

PHOTOGRAPHY  **motorsport**
IMAGES

Brooding, 'enigmatic', 'mysterious'. All of those adjectives have been applied to Carlos Reutemann, but they fail to do justice to a man who was one of the fastest, most talented drivers to grace Formula 1 in the 1970s and early 1980s. The Argentinian, who died last Wednesday following a long illness at the age of 79, was a true great of what was arguably the sport's last heroic era, the finest driver of his time never to be crowned world champion.

In many minds, Las Vegas 1981 is the defining moment of Reutemann. He qualified his Williams on pole position at the ghastly Caesars Palace car-park track, and appeared to have the world title in his pocket. Yet, while team-mate Alan Jones romped to victory, Reutemann faded almost inexplicably to eighth, allowing an exhausted Nelson Piquet to emerge from his Brabham as champion.

"Carlos told us he had some problems with his gear selection," recalls Williams co-founder Patrick Head. "When we stripped the gearbox, the engagement dogs were immaculate, we could find nothing wrong. It was a mystery to us, and now with Carlos's sad passing will remain a mystery."

"When Carlos was positive and 'on it' he was, in my opinion, untouchable, but he was too emotionally involved, his way was that he wanted all to be perfect, and if it was not, he didn't really want to 'play'."

"Carlos was a deep thinker, but some of this was to little. He would remember every engine number, every gear ratio, minute details from previous years, but not necessarily apply his considerable analytical powers towards helping us solve the problems of the day."

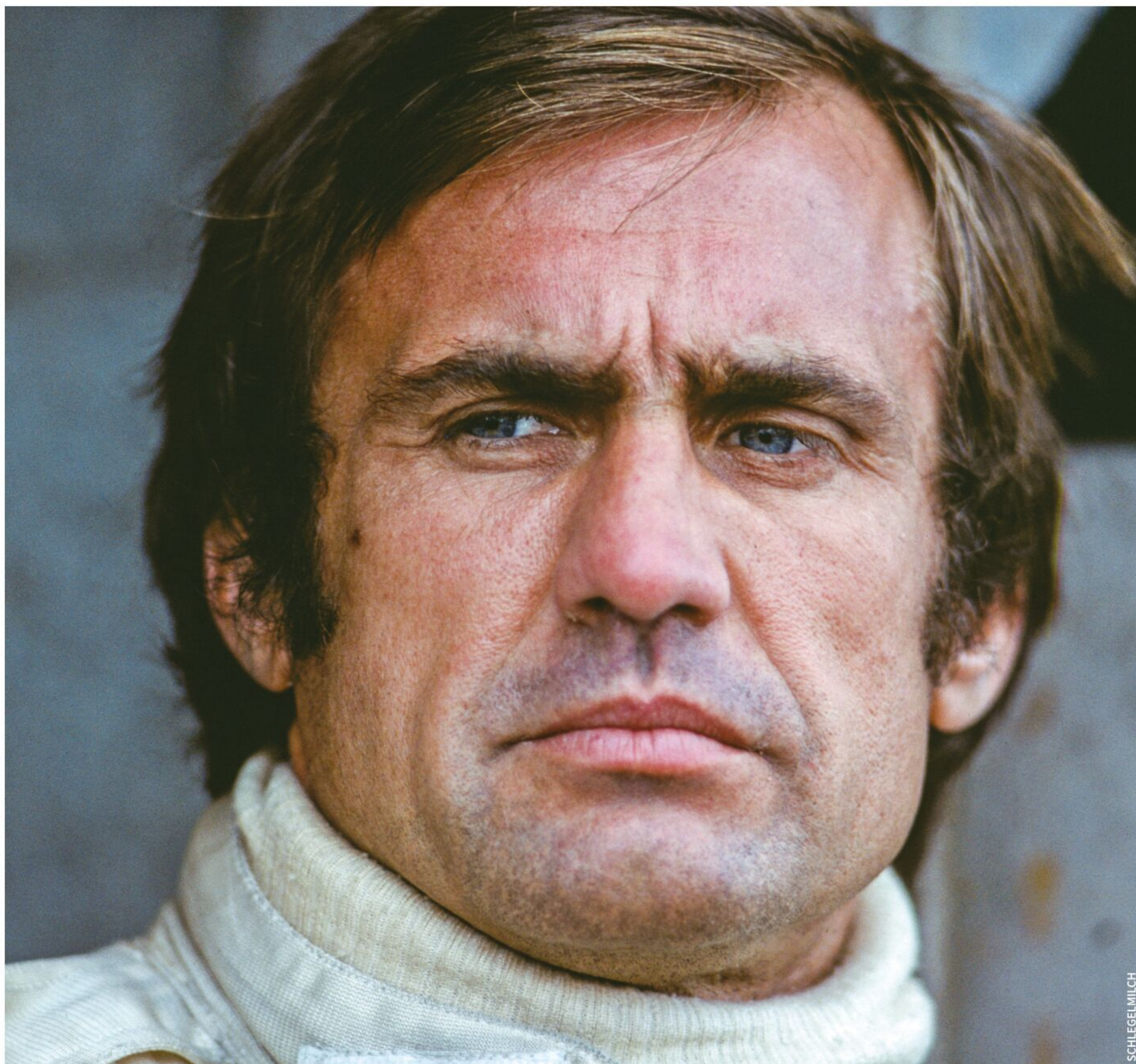
Yet in reality Reutemann was robbed of that 1981 title. He had beautifully won in tricky conditions the season-opening South African Grand Prix at Kyalami, a renegade race for a new breakaway series at the height of the FISA/FOCA war that briefly tore F1 apart — without FISA teams such as Renault, Ferrari, Ligier and Alfa Romeo. Once the uneasy truce had been declared, that race was consigned to the non-championship history books, and Reutemann was never awarded the points that would have won him the 1981 crown. Consider too that tyre company Goodyear was collateral damage from the politics, and pulled out of F1. When the American firm returned for the mid-season French GP, it did so with Williams and Brabham jumping ship from Michelin. It's fair to say that

"When Carlos was positive and 'on it' he was untouchable, but he was too emotionally involved"

Brabham got to grips with the rubber switching quicker than did Williams, aiding Piquet's quest. But even amid this, Reutemann qualified on the front row at Monza, with the front wing removed from his Williams to aid straightline speed. It was an astonishing achievement against the turbo cars; he was 1.2 seconds quicker than Jones, the next fastest Ford/Cosworth-engined runner.

These events were just months before the end of a career that had started in 1965 at the wheel of touring cars in Argentina. He took his single-seater bow in late 1968 in the country's Formula 2 Temporada mini-series, and was able to impress against the visiting European-based stars, despite a lack of reliability from his Tecno. In 1970, Reutemann was part of the Automovil Club Argentina team that took on the fiercely competitive European F2 scene with Brabham machinery. He made a strong impression given his inexperience: he incurred the wrath of Jochen Rindt at





SCHLEGELMILCH

Hockenheim, yet scored a mid-season pole in a well-attended non-championship race at the same circuit.

Reutemann continued in the same ACA set-up in 1971, and finished runner-up in the standings to March star Ronnie Peterson. After a run of consistent scoring, his first maximum points finish came at Albi in France, storming through after an early puncture to finish second to Emerson Fittipaldi, who as a graded driver was ineligible to score. With two rounds to go, that gave him a shot at the title, but an overconservative tyre choice in tricky conditions next time out at Vallelunga gave Peterson the crown. Similarly, Reutemann was pipped on wins countback to the Brazilian F2 Torneo at the end of the season by Lotus driver Fittipaldi. The tone for his F1 career had been set...

An impressive F1 debut in the non-championship Argentinian GP had been made in January 1971 by Reutemann, who raced an elderly Ecurie Bonnier McLaren M7C to third position. For 1972, he was signed up by new Brabham boss Bernie Ecclestone for an F1 campaign. His home race in Buenos Aires had now been given world championship status and was the season opener, and Reutemann stunned the elite by grabbing pole position. The decision to start the race on the same soft Goodyear tyres on which he'd qualified backfired; there were no points, but the point had been made.

Reutemann dovetailed his rookie F1 season with another crack



SCHLEGELMILCH

at F2 glory and a switch to the Rondel Racing Brabham team of Ron Dennis. But a few days after claiming his maiden F1 win in the non-championship Brazilian GP at Interlagos, an ankle-breaking F2 crash in practice at Thruxton ruled him out of the cockpit for several weeks. That really set back his season, but by summer he was a regular points contender. That continued in 1973, with Reutemann taking his first F1 podium in the French GP at the wheel of the BT42, the first F1 Brabham designed by Gordon Murray. He also teamed up with Tim Schenken in the beautiful Ferrari 312 PB for a handful of world sportscar rounds, finishing second at Vallelunga and Monza. >>

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Celebrating first F1 world championship race win at Kyalami in 1974



Superb Ferrari victory against irritated Lauda came at Brands in 1978

The Brabham BT44 for 1974 was a further step forward, and Reutemann broke his GP duck by winning in South Africa. Brabham's form wasn't as consistent as that of McLaren, Ferrari or Tyrrell, so he never truly got into the world title fight, but further victories at the Österreichring and Watkins Glen hinted that great things lay ahead. In 1975, consistency was gained but Reutemann won only one GP – at the Nurburgring – on his way to third in the points as Niki Lauda dominated for Ferrari.

"The combination of Carlos on the right day and the BT44 was pretty unbeatable on a fast circuit," reckons Murray. "In terms of natural ability he was one of the top three or four drivers I've worked with. He had what I call a very smooth, flowing way of driving. I think he just loved those old-fashioned circuits."

"He was definitely world champion material, but he just had this funny quirk going on in his head where everything had to be lined up the way he wanted it before he could win something. It was there right from the beginning."

"He was the first driver who became what I would call a real Brabham family member. He was so into Brabham, the team and in particular the 44. He just loved the car. Back at the workshop, he'd sit in his car after we came back from a race while the mechanics dismantled it around him."

Brabham's switch to Alfa Romeo engines for 1976 led to a disastrous season. When Lauda was critically injured at the German GP, Reutemann bought his way out of his contract to join Ferrari in the Austrian's place, only for Lauda to make a miraculous recovery. Instead, Clay Regazzoni was let go by the Prancing Horse for 1977. Reutemann started well, with victory in the Brazilian GP, but Lauda very much reimposed himself in the team over the more fragile South American, before walking out after clinching the title.

For 1978, therefore, Reutemann was joined by sensational

newcomer Gilles Villeneuve. The Canadian was the F1 team-mate with whom he bonded the best, and Reutemann was on superb form: he won four races, including an exquisitely judged defeat of Lauda's Brabham at Brands Hatch.

When Jody Scheckter took Reutemann aside and whispered that he'd signed for Ferrari as number one for 1979, Reutemann joined Lotus, whose ground-effect 79 had shifted the aerodynamic goalposts in 1978. As other teams cottoned on to the philosophy, Lotus became outclassed, yet Reutemann trounced reigning world champion team-mate Mario Andretti. But once again he was on the move: the car to have was now a Williams, and again he replaced Regazzoni.

Reutemann joined as number two to Williams favourite Alan Jones, who stormed to the 1980 crown, but the gloves were off in 1981 – especially after the Argentinian disobeyed team orders in Rio to defeat Jones in the wet. As it happened, Reutemann would lead the team's title charge anyway, until that anti-climax in Vegas. Like Jones, Reutemann decided to quit F1 at the end of 1981, only to reverse that and return for 1982. After a brilliant drive to second at Kyalami, and a crash in Rio, he then walked away for good.

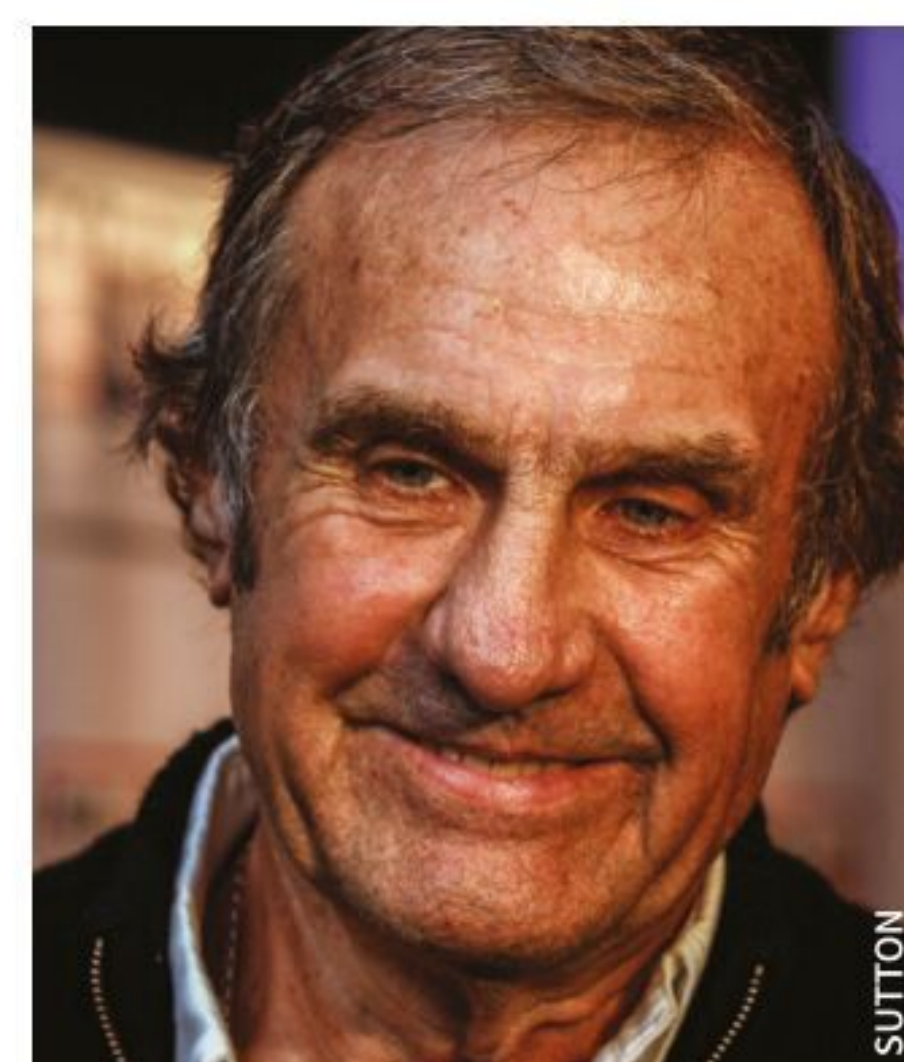
"Carlos was greatly missed at Williams when he decided to retire when the Falklands War started in early 1982," adds Head. "He could also see that his new team-mate, Keke Rosberg, was going to be hard to beat, but I am not sure that played a large part in his decision. I think that being a grand prix driver had lost its fascination for him."

Reutemann was a supreme artist at the wheel, a man who admired the smooth dexterity of skiing superstar Ingemar Stenmark and rally king Walter Rohrl, so it's perhaps little surprise that he twice finished third in Argentina's World Rally Championship round: in 1980 with Fiat, and in 1985 with Peugeot. By the latter event, he was starting a political career, twice serving as governor of his home

province of Santa Fe, and then joining the national senate. His party several times asked him to run for president, such was his popularity, but he declined. That, if anything, encapsulates a great man. ❧



Peak Reutemann? Carlos loved Murray's BT44, here winning 1975 German GP





F1's return to normality

After much uncertainty, the return of the British Grand Prix with a full-capacity crowd is a welcome sign of better times to come

ALEX KALINAUCKAS

The COVID-19 pandemic has stolen so much — and things so much more important than normal sporting fixtures. Because of our current global nightmare and the resulting social restrictions, the 2020 British Grand Prix and the following

70th Anniversary race were held behind closed doors.

So many crave a return to the way we lived before the pandemic. And, in one small way in the grand scheme of things, a piece of normality is coming back this weekend: the 2021 British GP will be a full-capacity event, with fans back in attendance. This weekend's event should be fizzing with humanity once again, nearly a year on from a pair of races that felt like bizarre mid-season tests. They were accompanied by thoughts and hopes for the next campaign and things being different — indeed, back to the way they are supposed to be. But, for the British GP at least, that was far from guaranteed, thanks again to the challenges posed by the pandemic.

The 2021 F1 calendar was revealed last November, and it looked largely as would be expected had life continued from 2019. It has had to change a fair bit since then as F1, the FIA and many other racing stakeholders work flexibly to ensure the show continues. But at the time, with the first COVID vaccines being deployed and the promise of normal life returning as a wonderful result, there was reason to hope that many of 2020's economic dangers had passed for motorsport entities such as Silverstone.

“The British GP is paid for by fans' tickets, so without them it would've been very difficult”

But as we know now, the process of unlocking societies is gradual and remains fraught with peril. In the UK, sport had been able to continue within a set of strict exemptions because the government recognised its morale-boosting nature and economic value. But stadiums won't be allowed to reach full capacity again until 19 July, when remaining legal limits on numbers are removed.

That is one day after the 2021 British GP will take place. Of course, the final stage in the UK's unlocking was supposed to occur a month earlier, before being delayed by the surge in coronavirus cases fuelled by the Delta variant. But such events take months of planning and arranging anyway, and in Silverstone's case fans just had to be back — and back in large numbers.

“You don't need to be the biggest student of Formula 1 to know that the British GP is essentially paid for by the fans and their

tickets,” explains Silverstone boss Stuart Pringle. “So, if they could not be there, or they could not be there in the numbers necessary, then our ability to pay the fee [to F1 as part of Silverstone's race-hosting contract] would have been extremely heavily compromised. And that would've been very difficult for Silverstone to deal with.”

Pringle has had “a lot” of meetings with the UK government's Digital, Culture, Media and Sport department, as Silverstone worked to understand how it could balance the remaining restrictions with its contractual obligations with F1. The result was this weekend's British GP gaining a place on the government's gradually expanding Event Research Programme.

It is understood that initial talks about allowing fans back to the British GP initially involved far lower numbers, in the region of 25% capacity. This would have been a major problem for Silverstone because its margins on the F1 contract are fine. In the end, it got its wish as the UK government — apparently taking into account the importance of motorsport to the country's economy — added Silverstone to the ERP and allowed a full-capacity event.

There is another political element at work too, which could be detected throughout the month just gone at Euro 2020. The UK government is keen to hold the traditional ‘Great British Sporting Summer’ as normally as possible in 2021 to tout the success of its vaccination programme — especially in comparison to some of its European neighbours against the backdrop of Brexit.

That is ‘soft power’ at work, which is another reminder that the argument for sport and politics never mixing is always incorrect — they are indelibly linked. But there remains the element of sport's power to help and heal — just look at what the England men's football team achieved in Euro 2020, even as their quest for glory fell agonisingly short. The result of it all, for F1 fans, is that this weekend's race will hopefully signal the longed-for return to normality. The pandemic is not over and there is likely to be more pain to come, but it will end one day.

For Silverstone, despite the financial dangers COVID continues to pose, there is cause for optimism. The track was able to weather the initial financial pressure aided by 70% of 2020 British GP ticketholders rolling their bookings over to this year and not asking for a refund. Pringle instructed his staff to make no quibbles on any bookings that did need to change as Silverstone is naturally keen to retain customers who “saved us” for the coming years too.

The track has also worked to address a structural imbalance in its events calendar — relying less on the success of the British GP each July. Examples of this include new events such as its ‘Lap of Lights’ driving experience added at Christmas, and the Silverstone Interactive Museum attracting visitors throughout the year. 🏁

➔ **P16 BRITISH GP PREVIEW**

YOUR SAY

Your efforts for this important element of motorsport are much appreciated by fans, competitors and all connected with hillclimbing

JOHN PASSMORE

Thanks for raising hillclimbing's profile

It is good to see your great magazine covering the British Hillclimb Championship again. Last week's coverage of the Barbon Manor and Harewood rounds by Paul Lawrence was excellent, as was his column on hillclimbing and Gould driver Graham Wynn. Your efforts for this important element of motorsport are much appreciated by fans, competitors and all connected with hillclimbing.

John Passmore

By email

Welcome tribute to Pedro Rodriguez

As a Mexican I was very happy to read the tribute to Pedro Rodriguez in last week's issue of your magazine. However, I am under the impression that Pedro Rodriguez won 12 major sportscar

races and was surprised that you didn't include Pedro's big victory in Bridgehampton back in 1962 on the list. Still an enjoyable read!

Rolando Diaz

By email

The wins list was restricted to world sportscar championship events. Rodriguez did indeed win many other sportscar/GT races, including the Paris 1000Km (twice) with brother Ricardo — ed

Don't mention *that* song...

Please, no mention of 'Formula 1's coming home to Silverstone', as we are all now desperate to be rid of that earworm. Oh dear, I've just done it, haven't I...

Graeme Innes-Johnstone

Elland, West Yorks



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Well at least

F1'S COME HOME

...but will the championship's three British drivers be able to star at Silverstone?



This weekend is the British Grand Prix at Silverstone, which means Formula 1 is coming home – sort of.

It's a global championship, but the series is once again returning to the venue that so famously hosted the first world championship F1 event, with seven of the 10 teams also based in the UK. Then there are the three British drivers competing this weekend, two of whom occupy places in the top four spots in the drivers' standings, while the other continues to regularly star down the grid.

Lewis Hamilton, Lando Norris and George Russell head to their shared home race riding the wave of euphoria that has gripped the nation (well, England at least) as a nearly normal British sporting summer has finally unfurled, charged by the England men's football team's almost successful quest at Euro 2020.

Here we take a look at the trio's 2021 seasons so far, as well as assess their respective chances of scoring in front of their home fans, who were so badly missed in the pair of behind-closed-doors events held at Silverstone in 2020. >>

BRITAIN'S HOME

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport**
IMAGES





LEWIS HAMILTON
“WE’RE GIVING IT ABSOLUTELY
EVERYTHING. I’M TRYING TO EXTRACT
AS MUCH AS I CAN FROM THE CAR”

LEWIS HAMILTON

AGE 36 | SILVERSTONE F1 STARTS 15 | SILVERSTONE WINS 7 | 2021 CHAMPIONSHIP POS 2ND (150 POINTS)

If Lewis Hamilton wins this Sunday's British Grand Prix, he'll extend his record of wins at the event to eight. But he's not the most recent Formula 1 winner at Silverstone. That's Red Bull's Max Verstappen, who triumphed in the 2020 repeat event – the 70th Anniversary GP – last August, and leads Hamilton in the standings ahead of the Mercedes driver's home race for the first time since then Ferrari driver Sebastian Vettel arrived one point clear in 2018.

Verstappen's 32-point advantage has come about because of Red Bull's recent domination – a five-race winning streak that followed Hamilton's Barcelona triumph. This one-team hegemony (sound familiar?) followed the opening phase of 2021 that produced a swinging title scrap, with Red Bull having the faster car, although only just, and Hamilton often able to make the difference when Mercedes exploited strategy advantages of generally having two cars taking on Verstappen.

But since F1's 2021 street-circuit sojourn in late May and early June, Red Bull has edged away on one-lap pace and over longer stints, while Sergio Perez is more often a factor with which Mercedes must contend. It continues to regularly update the RB16B's aerodynamics and is enjoying superb engine power from Honda – two things that have drawn Mercedes' ire while the W12 has not been upgraded so frequently.

"It's a shame it's not as close as it was at the beginning of the year," Hamilton said after finishing fourth last time out in Austria, where Verstappen scored a fifth 2021 win. "But that's the way it is, and we've still got a lot of races ahead of us. We just have to keep our heads down."

There's also another aspect to Hamilton's deficit that lies closer to home – his own driving performances this year. They've been rather more inconsistent than F1 has become used to witnessing in his years as the championship's undisputed star. That's not to say he's driven badly this year, very far from it, it's just that his tremendous Imola charge followed an uncharacteristic error in slippery conditions, which cost him a lap he was very fortunate to get back. Then there was the second start in Baku, where his "finger problem", per Mercedes team boss Toto Wolff, accidentally sent his brake bias forwards, and left him heading right into a left-hander and missing the chance to capitalise on Verstappen's dramatic tyre blowout-induced retirement.

It's far too early to say there's a trend of errors in Hamilton's 2021 campaign, but they do stand out. So too do his qualifying defeats to team-mate Valtteri Bottas at Portugal, Monaco and in the Styrian event. In the Principality he was the one really struggling with Mercedes' tyre-warm-up issues for a change. But then there have also been races where

Hamilton has been unfortunate to ship points. Last time out in Austria, he'd finally seen off Lando Norris, whose pace for McLaren thwarted any hope of the world champion catching Verstappen, before a kerb strike – not caused by "a driving mistake", again according to Wolff – meant he lost 30-40 downforce points with damage to the winglets on his left-rear uprights. Norris's pace that day meant Mercedes could not manage Hamilton's issue – which left him fighting with oversteer – while running far adrift of Verstappen and he had to let Bottas through to preserve second. It of course remains to be seen if sacrificing any chance of Hamilton hanging onto third for the sake of its second driver taking second in the Austrian GP will be costly in the final reckoning...

And then there was France, where Hamilton capitalised on Verstappen's first-corner slip off the road (the Dutchman has also made position-costing mistakes, in Bahrain and Portugal, and nearly spun off at the safety car restart at Imola). Then Mercedes' misjudgement of the undercut cost him at his pitstop and Red Bull subsequently used Perez's performance upturn to go aggressive on strategy and put Verstappen on the winning two-stop run that Hamilton had demonstrated so perfectly in Spain – his most-recent victory.

"Of course, [I'm] praying for a different scenario in the next race, but you look at their car, it's just on rails," Hamilton said at the Red Bull Ring. "We're giving it absolutely everything. I've been to the factory, trying to extract as much as I can from the car. But our car just didn't go well [in Austria] for some reason. I really hope that it does at these next ones."

Mercedes is bringing its final aerodynamic update package of the season to Silverstone, and has also spoken of eking out a little more performance from its engine. It also has a tremendous record at the circuit. Without Kimi Raikkonen punting Hamilton around at the start in 2018, it would likely have had an unbroken victory run from the 2013 British GP right up until Verstappen's 70th Anniversary GP triumph, which had plenty to do with Mercedes' downforce-laden W11 destroying its tyres (although Red Bull and Verstappen were excellent on the day).

But Hamilton knows the power of home support. He loves the Silverstone layout, where Mercedes is hoping that the high-speed turns will help it get back on terms with Red Bull in front of the returning full-capacity crowd. "[I'd say] really just everyone stay safe," Hamilton says of those fans when Autosport asks if he has a message for them. "Continue to wear your mask, please. And I hope the weather's good for us. The Silverstone GP is always incredibly special. So, [with the fans back] it'll definitely be a lot more enjoyable this year compared to last year." >>



LANDO NORRIS

AGE 21 | SILVERSTONE F1 STARTS 3 | SILVERSTONE BEST F1 FINISH 5TH (2020 BRITISH GP) | 2021 CHAMPIONSHIP POS 4TH (101 POINTS)

After nine races in the 2021 Formula 1 season, the top British driver in Autosport's driver rating averages for this campaign so far is not Lewis Hamilton — even with his three victories and title aspirations. It's McLaren star Lando Norris.

The 21-year-old ended 2020 on a high. Last year he scored his first F1 career podium and best championship finishing position (ninth), but his run to fifth and best-of-the-rest in Abu Dhabi was essentially faultless. And he started 2021 in much the same way — even managing to go one place better with fourth in the Bahrain season-opener as Sergio Perez struggled early on for Red Bull.

The difference this time around has been McLaren's battle with Ferrari over third place in the constructors' championship, which the orange squad is seeking to defend this year. It may still be quite a way from the era-defining scraps these two illustrious squads have enjoyed throughout F1's history, but it has added a fascinating 2021 subplot.

Early on, Norris was delivering excellent race results, but losing out to Ferrari's Charles Leclerc in qualifying. After going forwards while Leclerc fell back in Bahrain, Norris blew a chance to take a sensational top result in qualifying at Imola through a track limits violation, but then did not miss the opportunity to seize the podium place Leclerc had all but sealed when the Emilia Romagna race was restarted.

At Imola, McLaren ordered new signing Daniel Ricciardo to let Norris by, a decision that paid off handsomely. The incumbent has generally had the upper hand over his new team-mate — and by some margin — so far this year, with Ricciardo still struggling to gel with the MCL35M and confidently take it to where Norris has shown it can reach. This was best demonstrated in Norris's superb run to third at Monaco, aided it must be said by misfortune striking down Leclerc and Valtteri Bottas, where he lapped his team-mate. This followed the only real down note of Norris's season — where he was eighth in Spain after damaging his car in Q3 and making little progress in the race, and where he also went too far defending against former team-mate Carlos Sainz Jr.

But since then, he's either been fifth — McLaren's maximum result with all the 'Class A' runners finishing — or third. But what has really stood out lately is Norris's ability and confidence to disrupt things for F1's leading squads. Whether this was heading Perez early on in Portugal and keeping him from the lead fight or doing likewise to Hamilton last time out in Austria.

When Autosport asks if Norris feels like he's driving better than he did in 2020, he's unequivocal: "100% I'm doing better this year than

I did last year," he replies. "I think I had moments last year when I was doing as well as I have done this year. But just more inconsistently. I would have [a good one], but then follow it up with a not so strong one or just make some silly mistakes and things. I don't think there's been any missed opportunities anywhere [this year]."

"Maybe in qualifying and whatever [where] I could have been one or two positions ahead, like in Imola and things like that. But in terms of race performance, there's never been anything big."

"I'm happy with how I've been doing. I don't think I ever get ahead of myself and get too confident or too cocky or anything like that. I always want more, so I'm never satisfied with what I've done. I always believe there's potential to do better in myself and everything."

Norris, who puts his 2021 gains down to focusing more with his engineers and spending "less time chatting and having fun", heads to Silverstone feeling the British race will be "a bit in the unknown" for McLaren, where the downforce-dependent, high-speed layout will test its package very differently to the events just gone. But there's nothing to suggest it should be expecting a particularly bad weekend, and Norris also reckons "we're doing better in tracks we didn't do particularly well at before, and we're doing worse at what are normally our better tracks".

McLaren performed very strongly on the Monaco and Baku street tracks and around the short, power-hungry Red Bull Ring. There, its excellent straightline speed and traction kept Norris out of Hamilton's reach for 19 laps, leading to the world champion complimenting "great driver, Lando". When asked for his response to those words after taking third last time out, Norris's reply was revealing. "It was like it was the first time I've really raced against him," Norris explained. "You get to learn how he drives and how he races. And how he approaches things and when there are risks taken and things like that."

"As much as I appreciate the kind words it's not like he was driving perfectly. There were still times he ran wide or made a mistake. It's not like they're not raceable. You kind of get there and when you have the car to perform and do well, you realise you have a chance against them. It's hard to ever say that until you're actually racing against them and your car is there and you're going head-to-head. Normally, they're way too far ahead of me so... It was cool."

Norris's words are always worth listening to. When he crossed the line in the Austrian GP to take his fourth F1 career podium, he declared himself "not happy" at missing second as a result of his penalty. Perhaps this best represents what Norris is right now: a driver going places and helping his team on its path back to big success. >>





LANDO NORRIS

**"I DON'T THINK I EVER GET AHEAD OF
MYSELF OR GET TOO COCKY. I'M NEVER
SATISFIED WITH WHAT I'VE DONE"**



GEORGE RUSSELL

**“IT FEELS A BIT STRANGE THAT I’VE
BEEN HERE THREE YEARS NOW AND
HAVEN’T HAD THAT MANY BATTLES”**

GEORGE RUSSELL

AGE 23 | SILVERSTONE F1 STARTS 3 | SILVERSTONE BEST F1 FINISH 12TH (2020 BRITISH GP) | 2021 CHAMPIONSHIP POS 17TH (0 POINTS)

“It was very intense, unfortunately for only one point, but it felt like it was the last lap of the championship,” Fernando Alonso said after finishing 10th in the Austrian Grand Prix. “In a way, when I saw it was George, I felt a little bit sad the battle had to be with him.”

Alonso rates George Russell. And well he should. Their battle over the final point last time out was one of the highlights of a race that had long since lost any chance of a good lead scrap. Russell was unfortunate in that he was taking on Alonso, as perhaps a lesser driver might have been put off by his robust defending. But while the third 11th place finish of Russell’s career is still an excellent result all things considered for Williams, it still represented more pain after showing much promise, as he’s still yet to break his points duck for the team.

Russell has recently been in a rich vein of form. In France, he finished 12th in what he described at the time as his “best ever” race with Williams, and then came the two races at the Red Bull Ring. In the first, Russell was running solidly in eighth when his engine lost pneumatic pressure and eventually caused what Williams’ head of vehicle performance Dave Robson called “a good reminder of how brutal and arguably cruel sport can be at times”. Fortunately, the Austrian GP offered an immediate chance to make amends and Russell brilliantly gave Williams a first Q3 berth since Monza 2018, having got through to the shootout on the medium tyres – a task that undid Ferrari.

He made a poor start, still generally a negative aspect of Russell’s game, by being too timid at times on lap one. But then, thanks to the one-stop strategy he’d done so well to secure with his qualifying result, he rose into the top 10 before his thrilling late battle with one of F1’s best-ever racers. “It reminded me of my junior days when you’re battling wheel-to-wheel week in, week out, and I guess the biggest thing was just experience,” says Russell of his fight with Alonso, which he followed with four laps defending against Kimi Raikkonen, picking up a deserved warning over his defence against the Alfa Romeo driver.

“Getting that feeling, doing it in a Formula 1 car, is very different with all the downforce and dirty air. It feels a bit strange that I’ve been here three years now and haven’t had that many battles.”

Russell was able to take on the much faster Alpine in the Austrian race because of Williams’ recent progress with the FW43B – and the fluctuating impact of an always invisible foe the team faces every event. Williams upgraded its bargeboard arrangement at the Baku race in a bid to cure the car’s wind sensitivity problems.

On paper, this looks to have worked well given Russell’s



performances since, but Williams is not getting carried away just yet. In France, Russell put his strong race pace down to excellent tyre management, which meant he was not taking his car to its limit, despite the wind hampering the drivers on race day at Paul Ricard. Then for both races in Austria, Robson noted that it was “pretty calm, wind-wise, certainly in the sessions that have counted”.

This is why Russell calls this weekend’s race at Silverstone “the next real test” for Williams and his season overall. The track’s ex-airfield nature means strong gusts are to be very much expected, which may well hold Williams back – even if the updates do mean this is less of an issue than early in the campaign. But Russell will still be looking to extend a Q1-escape streak that stretches back to Bahrain and, if he can replicate his Paul Ricard tyre management prowess at a track where the Pirelli rubber is always under severe examination, then there’s every chance he could go forwards in the race. And if F1’s run of having many race finishers comes to an end, then points are still tantalising possible too...

“We’ve gone in a slightly different direction with the car set-up [lately], which I think is beneficial,” Russell said in Austria, explaining an element of his recent good form, where additional winglets on the FW43B’s floors have also helped provide added downforce.

“We’ve obviously got these new rear tyres [Pirelli will bring tyres with stiffer sidewalls] in Silverstone, and it’s only one session before qualifying. Then the set-up is locked in for sprint qualifying and then into the race. All of these factors together for this Silverstone weekend is going to make it tough for everybody to hit the ground running.”

Russell is realistic. And well he should be. Silverstone’s 3.66-mile, high-speed layout will expose Williams’ remaining lack of downforce compared to its competition ahead in the midfield. Plus, the sprint qualifying race offers a bonus chance for his rivals to get back ahead of he can qualify – in the ‘normal’, against-the-clock session – in front.

But he’s simply taking the mature approach – in stark contrast to his altercation with Valtteri Bottas in the aftermath of their massive crash at Imola. Russell has put that firmly behind him, also not letting speculation about a potential Mercedes promotion for 2022 as an upcoming star shift his focus. That’s for the future, maybe, we’ll see. But a look back to the past and Russell’s first British GP is a good reminder of just how far he and Williams have come in two years.

“I’m really excited for [the British GP],” he says. “Home crowd, it was buzzing in 2019 even when I was driving around at the back. So yeah, it should be pretty good.” >>

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SILVERSTONE

FIRST GP 1948 | LAST RACE 2020

The final lap of the 2020 British Grand Prix was one of the most dramatic in the event's history. Lewis Hamilton had dominated from pole in what was a lifeless race overall, but on the final tour he became the third driver to suffer a left-front tyre blowout. Hamilton urged his hobbled car home, but Max Verstappen was charging. The gap, counted down calmly by Hamilton's race engineer Peter Bonnington, was 5.9 seconds at the flag when it had been 34.2s the lap before.

But something big was missing. Not just the air in Hamilton's left-front. It was the roar. The noise, the excitement that should have accompanied the world champion to his seventh Silverstone Formula 1 win in such wild circumstances. But the race necessarily took place behind closed doors in F1's strict COVID-secure bubble.

Not this weekend. After a painful absence – for Silverstone itself most of all – a full-capacity crowd will attend once again, and it is hoped that the event will “feel normal”, according to Silverstone's managing director Stuart Pringle.

“As part of the Events Research Programme, the restrictions are disapplied,” he adds, explaining why 140,000 people can visit Silverstone on Sunday alone. This is one day before England's remaining social restrictions are lifted and comes as one of the last and biggest parts of a pilot scheme the UK government has implemented to “explore ways to enable people to attend a range of events safely”, per its own guidelines, as the pandemic (hopefully) recedes for good.

“We are legally allowed to run a normal looking and feeling event,” says Pringle. “Because that's the purpose of the research – to see what

happens, to learn the lessons. What the government is seeking to do is to have a weapon in its armoury that it can deploy later in the year – particularly in the winter, when one might expect a resurgence of a virus – in order to keep sports events running.

“So, it's entirely logical that they should want to – having done a series of different test events at ever-increasing scale [and] right at the end of the restriction period – trial a large event at full scale. The base point is that this is designed to feel like 2019 and before.”

So F1 fans heading to Silverstone tomorrow should expect all the usual catering and merchandise stands, packed grandstands and entertainment. At the time of writing, it is still unclear what the precise requirements will be regarding mask wearing, with a decision to be issued by the local public health authority. In any case, Pringle reckons nobody has “a problem with understanding that those sort of things might be necessary”.

Fans attending are also set to be part of F1 history, with the championship's first sprint race taking the ‘normal’ qualifying slot on Saturday (albeit later in the day and with the knockout session setting the grid for the additional contest on Friday evening). This will set the grid for the grand prix and comes with 3-2-1 points for the top three finishers. Having F1's first sprint race – with two more planned this year, the next set for Monza – is “another little feather in our cap” for Silverstone. “I am extremely pleased because Silverstone is where things are done first,” Pringle adds. “First round from the F1 world championship. We do things first.” 🇬🇧

VISIT THE SILVERSTONE INTERACTIVE MUSEUM



The Silverstone Interactive Museum is open exclusively to British Grand Prix ticket holders from Thursday 15 July to Sunday 18 July. Although the museum was officially opened in March 2020 by Lewis Hamilton and the Duke of Sussex, because of last year's lockdown this is the first time the museum will be open for fans during the British GP.

Visitors can enjoy a journey through the past, present and future of British motor racing and the famous circuit. There are over 60 interactive displays spread over two floors of the refurbished Vickers Wellington hangar. In the museum's tech lab you can follow the design journey from drawing board to race day and explore all aspects of design.

Across one entire side of the hangar the Racing Eras celebrate motor racing at Silverstone from 1948 to the present day. Along the back wall three

large screens play looping film from each era and provide an impressive backdrop to a display of iconic cars and bikes from 70 years of racing at Silverstone. You can get up close to Nigel Mansell's 1992 British GP-winning Williams, an ERA that raced in the first grand prix at Silverstone in 1948 and Mark Webber's winning Red Bull RB6 from 2010. Every visit culminates in a dramatic, immersive show ‘The ultimate lap of Silverstone’ – where visitors experience the thrill of speeding around Silverstone alongside their racing heroes with commentary by the legendary Murray Walker.

Opening hours are extended over the weekend to 0800-2000, with timed entry slots to ensure visitors don't miss out on the track action. Advance tickets cost £20 for adults and £12.00 children, and can be booked at silverstonemuseum.co.uk

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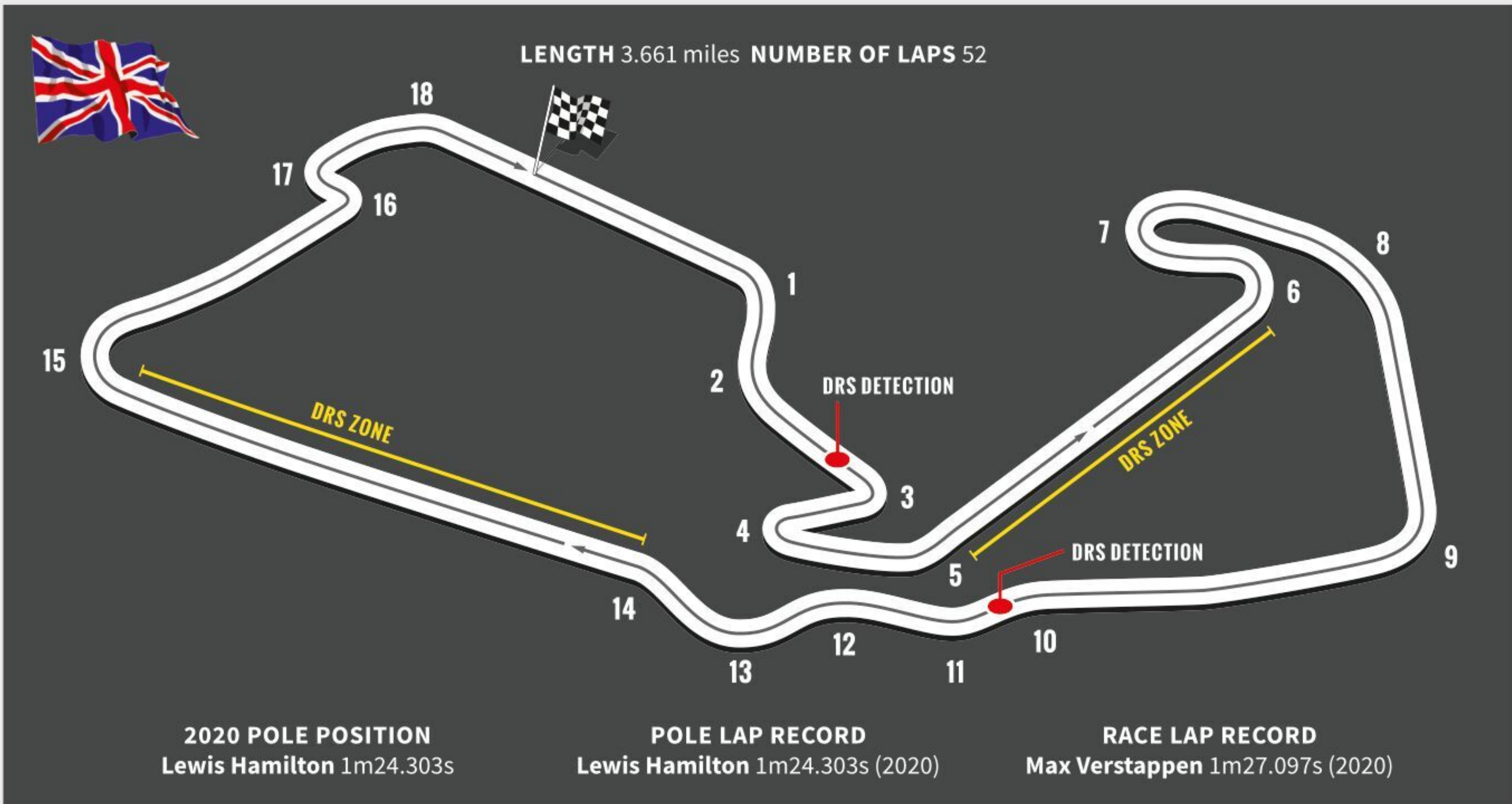
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F1 BRITISH GRAND PRIX PREVIEW



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Saturday 17 July
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TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	182
2	Hamilton	150
3	Perez	104
4	Norris	101
5	Bottas	92

Constructors

1	Red Bull	286
2	Mercedes	242
3	McLaren	141
4	Ferrari	122
5	AlphaTauri	48



CIRCUIT STATS

Previous winners

2020	Max Verstappen	Red Bull
2020	Lewis Hamilton	Mercedes
2019	Lewis Hamilton	Mercedes
2018	Sebastian Vettel	Ferrari
2017	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Nico Rosberg	Mercedes
2012	Mark Webber	Red Bull



Best results

Hamilton	1st x 7
Alonso	1st x 2
Vettel	1st x 2
Verstappen	1st x 1
Raikkonen	1st x 1
Bottas	2nd x 3
Leclerc	3rd x 2
Ricciardo	3rd x 1
Gasly	4th x 1
Norris	5th x 1



California dreaming

Jeff Krosnoff was plucked out of obscurity to become a respected and highly popular professional in Japan, and then got an Indycar break.

But his life ended in tragedy on 14 July 1996

ADAM COOPER

PHOTOGRAPHY: ADAM COOPER AND



motorsport
IMAGES



Krosnoff's intelligence and enthusiasm won a Japanese F3000 drive

Twenty-five years ago this week, Indycar rookie Jeff Krosnoff lost his life in a crash in the Toronto street race, when his car speared into a debris fence after contact with Stefan Johansson. His death was a terrible blow for the CART Indycar community and his little Arciero-Wells Racing team, but the tragedy also echoed around the world thanks to the many years that the Californian had spent racing in Japan.

Krosnoff's colleagues and rivals on the Far East scene included Eddie Irvine, Heinz-Harald Frentzen, Mika Salo, Johnny Herbert, Jacques Villeneuve and Tom Kristensen, all of whom had also been hit by the loss of another of their small group, Roland Ratzenberger, just a couple of years earlier. But no one took Krosnoff's loss harder than his closest friend, Mauro Martini. Team-mates in Japanese F3000, they had also often shared drives in sportscar racing, including a full season with TWR and Jaguar in 1991. With Irvine, they came tantalisingly close to winning the Le Mans 24 Hours with a Toyota in 1994.

Off track, Krosnoff and Martini shared an extraordinary 'bromance' way before the term was coined, enjoying a genuine, deep friendship that was highly unusual in the competitive world of motor racing. "July 14 1996," Martini recalls. "For the French, Bastille Day, a national holiday. For me, it was I believe the worst day of my life. A day like that, it's still hard to get through even after 25 years. For me it was a real tragedy, because I always think he was the brother I never had. I loved him like a brother, definitely."

In the late 1980s the Japanese racing scene was thriving, fuelled by backing from tyre companies and sponsors. There was a gold rush of drivers whose careers had stalled in Europe, and who could earn substantial salaries. In 1989, the F3000 field included Ross

"It was a real tragedy... he was the brother I never had. I loved him like a brother, definitely"

Cheever, Geoff Lees, Emanuele Pirro, Paolo Barilla, Fabrizio Barbazza, Jean Alesi and Martini, who had been a frontrunner in Italian F3 before making the move.

That year Krosnoff arrived on the scene as a complete unknown, and in unusual circumstances. He had raced in US Formula Atlantic and the SCCA pick-up truck series when wheel manufacturer Speed Star came looking for an American driver to join its team in Japan. Krosnoff travelled over expecting to test an F3 car and found an F3000 machine – it was a huge step up from what he was used to, but he got the job.

Other drivers were nonplussed by this newcomer, but the UCLA graduate soon won them over with his quirky humour, enthusiasm and intelligence. "I remember this guy with blond hair arriving," says Martini. "And I didn't know who he was. He wasn't famous at all – nobody knew about him, because he didn't have a background. All the other drivers were F3 champions, or had raced in F3000 or F1. But I remember the first time I talked to him I found myself in harmony, in a good feeling with him, because he was a very good guy. For me, to be a good racing driver, you have to be a little nasty, a little mean. He wasn't in the right place, I think, because he was very, very nice and gentle."

Krosnoff had a lot of learning to do with the Speed Star team in 1989, but he finished a respectable 10th in the championship. For 1990 he joined Martini at Suntec, an operation sponsored by eccentric businesswoman Yuko Yamazaki, who ran a chain of technical schools. Martini and Krosnoff spent that year living not in exciting Tokyo, but far from the action in dull Kofu, their mundane daily lives enriched only by the occasional visit from their respective wives, Barbara and Tracy. In this pre-internet, pre-smartphone world their friendship deepened, as most of the >>



Krosnoff (c) with Apicella (l) and Irvine – (Krosnoff never drank!)

time their only source of entertainment was talking to each other.

“We were having lunch and dinner together, we were living in the same hotel,” reminisces Martini. “And so he became my teacher, because my English wasn’t good enough! We were trying to do something during the day, but it was so damn boring because there was no television to watch, no internet, nothing. Just some small family restaurants.”

That year the pair also shared a Suntec-backed Ford RS500 in the local Group A touring car championship. Then, for 1991, Mrs Yamazaki paid a huge sum to Tom Walkinshaw to run a Jaguar XJR-11 turbo in the Japanese sportscar series. The deal included a green-hued XJR-12 for Le Mans – where David Leslie joined as third driver – and ultimately an outing in the sensational Ross Brawn-designed XJR-14 at the Sugo finale. “She made an impressive investment!” says Martini. “For us, it was good to have some experience with sportscars.”

That year, the pair moved to bustling Tokyo and the famed President Hotel, where most of the visiting racing drivers stayed. Their social scene suddenly became busier, although neither man was a party animal. “We could have fun,” says Martini. “It was definitely a much, much easier life for us. We had CNN to watch! We were always together. We were training together, eating together. Our lifestyle was the same, so we never had a fight or a discussion.”

Alas, the Suntec money ran out, and Krosnoff and Martini moved to different F3000 teams for 1992. Krosnoff’s form with Jaguar also landed him a prestigious works Nissan deal for the Japanese



MOTORSPORTIMAGES

“Chip Ganassi spoke very well about Jeff and helped him find the seat with Arciero-Wells”

sportscar series, the only foreigner in a team dominated by veterans Kazuyoshi Hoshino and Masahiro Hasemi. Martini joined him once more for the Daytona 24 Hours – it was Jeff’s first US race since 1988, and it was a big deal for him to return home for such a legendary event. While Martini won the 1992 F3000 title, for several years Krosnoff was stuck in uncompetitive teams, earning the odd podium along the way.

A chance for both men to really make their names came at Le Mans in 1994 with SARD Toyota, which had been Ratzenberger’s home for many years. After the Austrian’s death at Imola, Irvine was drafted in as the third driver. It was an emotional weekend, with Ratzenberger’s name still on the car, and his helmet on display in the garage.

The trio led in some style until the gear linkage failed on Krosnoff with just over an hour to go. Somehow he fixed it and got back to the pits, but SARD had to settle for second place. “It was 27 years ago,” sighs Martini. “But still when I think about it, I get mad, I get really, really frustrated, because we won that race!”

As their friends Irvine, Frentzen and Salo made their way to F1,



Krosnoff raced Suntec TWR Jaguar XJR-12 at Le Mans in 1991



Krosnoff sits by pitwall with Martini at Suzuka world sportscar round



Krosnoff nearly won 1994
Le Mans in SARD Toyota
with Irvine and Martini

LOUD, LIKEABLE, SMART: HERBERT'S MEMORIES



Martini and Krosnoff were both left treading water in Japan. In 1995 they returned to Le Mans with SARD, this time with a hopeless Supra GT car – it summed up the fact that they needed a change.

Krosnoff networked hard in Indycar circles, eventually landing a test at Homestead with Chip Ganassi Racing. Alex Zanardi was also present and got the drive, but the American had impressed. “I remember Chip Ganassi spoke very well about Jeff,” says Martini. “And he helped him to find the seat with Arciero-Wells for 1996. Jeff was very happy, because the team was small, but you have to enter somewhere. I think if he could get to a top team, he would have won some races.”

Krosnoff's Japanese adventure was over after seven memorable years, and at 31 he was starting a new chapter. In the first half of 1996 he faced a steep learning curve, his progress not helped by an uncompetitive Toyota engine, but he showed steady improvement. He talked regularly on the phone with Martini, and there were even plans for the Italian to join him in a second Arciero entry in 1997.

Then came Toronto. As usual, Martini was following his friend's progress on Eurosport: “I remember I saw a car completely broken. You couldn't see who the driver was, there was dust, there was debris everywhere. I didn't know who he was, but watching the car, I knew that the driver was dead, because nobody could survive such an accident. And they showed it again with the replays. In the moment I realised it was Jeff I threw the remote control at the television and broke the screen. I started to scream.

“I remember my wife was out in the garden with some friends. And they heard me screaming, and they couldn't understand what was going on, because I went into my room and I locked up the door. I didn't want to speak to anybody. I cried for two or three days. I couldn't stand it.”

Martini was eventually able to contact Krosnoff's wife: “I called Tracy up and her mother answered me, and she told me, ‘Tracy is waiting for you for the funeral, she wanted you to come’. And I went to the funeral in LA. It's hard to describe the atmosphere. I stayed there in his house for four or five days with Tracy. And I came back home without my brother.”

Martini contested some GT races in 1997, and he even returned to Japan for a Formula Nippon outing. But his heart wasn't in it. “That day everything finished,” he says. “And I wasn't the same anymore. My racing career finished on July 14 1996. Something broke inside me. I didn't want to continue. I did some racing, but my head wasn't like before. I wanted to stop. He was maybe the nicest guy I ever met my life. It's hard to accept why good people die, and bad people live. It's hard to understand, but it's life. You have to accept it.” ❧

Johnny Herbert raced in Japan in 1990 and 1991, and over those two seasons he got to know Jeff Krosnoff – a fellow practical joker – very well.

“The main thing about Jeff was he was loud like an American,” Herbert recalls. “And that loudness was something that really, really sort of drew you into Jeff, because he was such a likeable man. You just knew you were gonna have fun with him. And fun, I think, was a very big part of what Jeff was all about. He was much closer to Mauro, obviously – they were sort of together twenty-four-seven. But it was lovely, my relationship that I had with him.

“His smartness was something that did come out. He was one of those who could have fun, but as soon as it came down to a race weekend, the real sort of concentration on his face was something that you could see from afar. I think he put all his efforts into trying to make things work out for him. And give him his due, they did. He earned a good reputation in Japan. He was always able to get the best out of himself and out of the car package that he had around him. He had to learn much quicker than we did, because we'd already experienced a lot of this set-up work and how to work with a team in Europe, and it was something very new to him. But he had that desire to do it.

“And of course then he got that chance in America, and he was doing well. And it was so nice seeing him achieve what he was achieving in CART. And then came the horrible crash that took him away from all of us, which was really sad, because he just had such a massive passion.

“I remember going to the funeral with Heinz-Harald Frentzen, and you could see it from the family how hard it hit. But I've got the good memories. He was just a nice bubbly character.”

**“JEFF WAS SUCH
A LIKEABLE MAN.
YOU JUST KNEW YOU
WERE GOING TO
HAVE FUN WITH HIM”**



Krosnoff worked hard
to get the best out of
himself and the car

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VICTORIOUS BIRD MOVES TO TOP OF THE HEAP IN NEW YORK

From wrecker to winner, the Briton rewarded the hard graft of his Jaguar Racing crew by snaring the spoils and the Formula E points lead

MATT KEW

PHOTOGRAPHY  motorsport
IMAGES

HONE

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hile Euro 2020 fever gripped this nation over the past four weeks as England progressed to the tournament final, countless words have been written or recorded on the vital role teamwork plays in cultivating success. And after that loss on penalties to Italy, the same again will be produced on the strength that can arise in reacting to the pain of defeat.

Jaguar Racing experienced that rollercoaster, albeit on a somewhat smaller scale, in just two days across the New York

City E-Prix double-header last weekend. Its key 2021 driver signing Sam Bird and the tireless mechanics transformed crashing into the barriers into brilliance to snare a commanding Brooklyn victory to move into the lead of the Formula E championship.

Since the ex-Mercedes Formula 1 test driver signed up to race in a nascent electric single-seater series in 2014 that was doubted by many, costly mistakes from the Brit have been a collector's item. But one such rare error came in the opening practice session on the transformed ferry port car park in the Red Hook region. Threading the needle through the high-speed final Turn 14 left-hander of the decommissioned COVID-19 vaccination site, Bird clipped the inside wall. That put his I-Type 5 machine on a collision course with the Tecpro barrier on the outside of the circuit and he shunted heavily. The tub was a write-off, nose cone crumpled and the front-right wheel assembly hanging on by the thread of a wheel tether.

Making it out of the garage in time with a new chassis dressed up for second practice was a flight of fancy, but with less than a minute to go ahead of parc ferme rules coming into effect for Saturday qualifying, the machine was lowered off its stands and back in the game. "I made a right mess of a car yesterday," Bird admitted. "It was not salvageable, and we had to pull out the spare tub. [The team] got it ready in qualifying with six seconds to go... six seconds to go, it was on the ground. Not set-up but it got me on the grid. They have done the most incredible job. To even get me out was just amazing."

Rich in gratitude but poor in terms of track time, Bird used his Saturday qualifying run to bank a couple of extra laps of data at the expense of pushing for a quick lap. As a result, when the Nissan e.dams of Oliver Rowland loomed large in his mirrors as he chased a flier, Bird pulled over to give space. But Rowland tagged the high inside kerb at Turn 1 and spun, the rear of the car rotating to pinch Bird up against the wall. He was fortunate to escape without damage.

The result was 20th on the grid for the opener, which was won by the sublime opportunism of BMW Andretti racer Maximilian Guenther, and Bird converted that into three points with ninth place, helped in part by retirements for Pascal Wehrlein and Alexander Sims. A fine recovery no doubt, but the humble score dropped him to 13th in the standings and into the group three qualifying shootout for the Sunday encounter.

But as is the way with Formula E – with Antonio Felix da Costa's four progressions from the slippery group one conditions into the



superpole shootout last season the exception rather than the rule – it came as a blessing in disguise. The green circuit for the top six in the championship, first to post their lap times, has a habit of sending them to the back of the grid. But that was somewhat mitigated by a sprinkling of rain after their run at a cost to those in group two. However, the track dried ever so slightly in time for Bird's run and he topped the initial fight to book his place in superpole, which he then converted to the first position grid slot over team-mate Mitch Evans by 0.009s, with Envision Virgin Racing rookie Nick Cassidy only a further 0.001s in arrears.

Jaguar Racing team director James Barclay was a touch coy with Autosport before the race, saying: "The key thing is the championship for the team. That's got to be the focus." Reading between the lines, this wasn't going to be an intrateam dogfight. So long as Bird maintained the pace out front, Evans would take on a role of rear gunner against fellow Kiwi and his good pal Cassidy.

And that's how it initially transpired, with Evans fending off the Super GT and Super Formula champion into the tight Turn 1 left-



Bird embraces Evans after pair score Jag's first quali 1-2 in FE



Wehrlein heads Lotterer to earn Porsche a 4-5 result in race two



handler to hold the order as Bird ran without a scare. Both Big Cats then dived for the 35kW attack mode boost in unison, the leader holding his place while Evans made light work repassing the accommodating Cassidy who ducked for his power gain the next lap.

The team somewhat rolled the dice next time around, however. Bird moved to take his boost a lap earlier than Evans, which left the 2012 GP3 Series champion prey to Cassidy. This came as defending champion da Costa shot past the Porsche duo of Wehrlein and Andre Lotterer plus the energy-haemorrhaging Dragon Penske Autosport machine of fifth-starting Sergio Sette Camara to create a train in the tussle for second to fourth. As stunning as it was to watch, it was clear that the ever-increasing saves and opposite lock required by Evans was indicative of ragged tyres and poor rear grip. Having lined up on the front row in spite of his Turn 6 wall tap in qualifying, he wasn't so lucky with two laps to run.

"I almost didn't need a steering wheel because the thing was rotating so much," said Evans, who had retired at the halfway stage of the opener with an electrical gremlin. "I was trying with all the tools I've got to calm the rear. But it was too far past the point."

As the oversteer grew increasingly worse, Evans ran off the racing line and across the unused concrete ice rink, which pulled him "like a railway line" to again glance the wall at Turn 6. The Jaguar driver had used up all of his nine lives and the rear-left suspension buckled under the force and he immediately shipped places to Cassidy and da Costa, then the Porsches and Sims. Worse was to come on the final lap as the corner of the car, "rolling over" through right-hand bends, collapsed completely and he fell to 13th at the line.

"I feel like I really let the team down," Evans said. "A 1-2 is special for any team and to let everyone down like that with a few laps to go is an awful feeling. I've got nowhere to hide with that one. I have to swallow it. When you're solely responsible for it, it's really shit."

"I had track position and to not capitalise on that when all the other races I've done from the back have been clinical and almost perfect... When you get the opportunity to start like that and you make an error, it's unacceptable in my eyes." >>

MERCEDES NEEDS TO 'FACE THE MIRROR'



Mercedes opened this season in such strong fashion to score wins at the first three vastly different tracks in Saudi Arabia, Italy and Spain. This was a car that could adapt to a variety of conditions and asphalt types and enjoyed a wide operating window. At that point, if the Silver Arrows didn't go on to win the teams' title, it seemed as though it would be a crown lost rather than one won by its rivals.

But now the outfit must "face the mirror" and has become the Formula E "hunters" rather than the "hunted" after the long-time leader scored a fourth and fifth point-less race last weekend in New York City from the last six events.

Mercedes now resides in fifth in the standings, and the worry going into the two-week break before London is that there was no clear and obvious fix for a weekend-long lack of speed.

Diriyah and Valencia E-Prix victor Nyck de Vries said: "To be entirely honest, this weekend we were not competitive. We need to face the mirror. We were not strong enough. That's just the reality."

The 2019 FIA Formula 2 champion qualified 22nd after light rain hampered his group two position for Sunday's race, but he could only climb as far as 18th come the flag. This comes in the context of Envision Virgin Racing driver Robin Frijns rising from 21st to score points in eighth. That ensures Frijns remains joint second in the drivers' standings behind race-two winner Sam Bird, while his privateer squad and its Audi powertrain heads the points.

Mercedes team principal Ian James reckoned his outfit had become the "hunters" in Formula E after slipping from its perch and would seek to leave "no stone unturned" to arrest the dip in form.

He said: "Stepping onto the plane home without having scored a single point this weekend is more than disappointing. The team is leaving no stone unturned to make sure we can get ourselves back in the game. We are slowly starting to find ourselves the hunters, rather than the hunted."

"We've suffered more peaks and troughs than anybody in the championship this year. You go out there and aim for consistency. We've failed massively in that sense."

Stoffel Vandoorne's weekend was stymied by a puncture in both qualifying and the race on day one, meaning he had to carry over part of his abused Saturday tyre allocation into Sunday.

He said: "I was basically running around with tyres that had gone the whole race yesterday, struggling with the rear-right tyre that basically had no rubber left for starting the race."

But he still reckoned there were bigger issues at play as the team was "lacking some general grip".

"THE TEAM IS LEAVING NO STONE UNTURNED TO MAKE SURE WE GET BACK IN THE GAME"



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Guenther takes late lead to the flag and bags his third series triumph

The slightly perverse consequence, though, was that it created a brief blockage for Bird to deliver his 11th championship victory with 4.2s of breathing space at the flag. With that, he catapulted into the title lead with a five-point cushion over da Costa and Robin Frijns – the pair now tied in second place.

“We executed the perfect day,” Bird said. “I only missed out on fastest lap today [to Evans]. But to top group qualifying, to put it on pole, to win the race, to lead every lap is perfect.”

As with the World Cup in 2018, the New York City E-Prix schedule ran perilously close to the kick-off for the Three Lions. So, with celebrations from Luke Shaw’s second-minute goal heard over the thin partition wall between the champagne-sipping guests and the press conference, Bird – who donned a borrowed England shirt for celebratory photographs – couldn’t help but squeeze in a football reference in deference to team-mate Evans’ work.

“I suppose he was my Jack Grealish and he backed me up well. I was the Harry Kane, just putting it in the back of the net.”

With Cassidy scoring a fine podium as the runner-up, he is the in-form driver courtesy of two second places and a fourth from the last three races. But in a series where 11 points splits him in fifth from Bird at the top of the pile, missing out on the podium in the first American bout could be a bitter pill. He had snared a second pole on Saturday morning to go with his one-lap heroics in Rome.



Vergne arrives last on the grid for race two but the car wouldn't fire into life



“EVANS WAS MY JACK GREALISH. I WAS THE HARRY KANE, PUTTING IT IN THE BACK OF THE NET”

In Italy he spun with a suspected software glitch on the first tour, but last weekend he held firm for far longer. He led away cleanly until a brief full-course yellow, caused by Evans stopping on track, allowed his attack mode to expire to no enhancing effect. That consumed energy and left Cassidy “playing a game of chess with no queen”.

Jean-Eric Vergne, returning to the venue where he won both of his Formula E titles, gave chase and looked set to pounce as he thumbed his fanboost popular vote advantage out of Turn 4 on lap 30 of 38. While it reeled in Cassidy, it wasn’t enough to dive for position. That would wait a further six corners.

Vergne threw his DS Techeetah machine down the inside for the left-handed hairpin of Turn 10 but ran out of steering lock and bashed wheels with Cassidy. In the delay, fourth-starting Guenther – who gained a position when Alex Lynn put his Mahindra Racing machine too deep into the first corner – seized his chance perfectly.

As the leading pair held each other up, he stopped his car short and turned on a sixpence to dive into the space for what would prove to be a 2.1s win over Vergne – “happy to be disappointed with second” – and Lucas di Grassi. With team owner Michael Andretti in attendance, Guenther delivered something of a home win for the German-Anglo-American squad and did his Formula E future no harm. He’s bidding to shift the label at the top of his contract from ‘BMW’ to ‘Andretti Autosport’ to ensure he remains on the grid when the manufacturer exits the series at the end of the term.

With Vergne never making it off the line in race two with a suspected battery glitch having qualified last – his throttle died on his hot lap – the French racer slipped to sixth in the points, but he still harbours title hopes. Combined with Frijns’ haul for a fifth and an eighth-place return in New York, the Silverstone-based Envision Virgin Racing privateer squad and its customer Audi powertrain – that Bird left behind to sign for Jaguar Racing this season – head to London at the front of the teams’ title battle. 🏆

 **P39 FORMULA E RESULTS**

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IN THE HEADLINES

BIOMETRIC BUREAUCRACY

Formula E introduced FIA-approved biometric gloves ahead of the 2018-19 season. They relay information about the drivers' vital signs to rescue teams so they can assess their condition in the event of a crash. But the gloves never made it to NYC after the person tasked with transporting them didn't get a waiver to enter the United States.

TINCKNELL ON AUDI STANDBY

In title contention after a Mexico 1-2, Audi has finally hired a reserve driver for the rest of the season. IMSA SportsCar race winner Harry Tincknell, managed by team principal Allan McNish, has been called up and will attend the final rounds in London and Berlin after extensive simulator work during the previous Monaco and Puebla events. The plan is for Tincknell to conduct a private test to adjust to real-world driving conditions.

DALY DRIVES DEMO GEN2 CAR

Mullet-sporting IndyCar racer Conor Daly drove the spare Gen2 car for a demo run on Saturday morning, which he reckoned to be a "pretty cool experience". He spent most of the New York City event in the company of old GP3 Series rival Antonio Felix da Costa, joining the DS Techeetah driver to watch the Euro 2020 final – for which the American lent his support to England in deference to his part-time IndyCar drive for Carlin.

SAFETY CONCERNS ADDRESSED

Formula E organisers addressed the safety worries after the second Puebla E-Prix in which a 15-metre strip of sponsorship banner was ripped from the concrete barriers and caught in several cars' brakes. This led to Antonio Felix da Costa's heavy shunt. Last weekend, the Stanley knives were out to cut the polypropylene strips between each 2m block to avoid a repeat.

TEAMS WANT LONDON FIX

Ahead of hopping on flights to New York, teams had begun the initial data legwork to prepare for the London E-Prix across 24-25 July. Whereas a 'conventional' Formula E race requires drivers to recover 30-35% energy to reach the flag, the double-header at the ExCeL Centre is looking close to a flat-out sprint contest. Drivers reckon this will either lead to a dull stalemate or a 'crash-fest', with no need to bank battery for a couple of laps before lunging for a pass. In Docklands, as it stands, they'll be able to dive for position at will. Teams are lobbying the FIA to deduct some of their 52kWh energy race total to avoid either scenario.

RESULTS ROUND 6/8, BROOKLYN (USA), 10-11 JULY (38 LAPS – 54.780 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Maximilian Guenther (DEU)	BMW Andretti / BMW iFE.21	46m24.747s
2	Jean-Eric Vergne (FRA)	DS Techeetah / DS E-Tense FE21	+2.072s
3	Lucas di Grassi (BRA)	Audi / Audi e-tron FE07	+2.832s
4	Nick Cassidy (NZL)	Envision Virgin Racing / Audi e-tron FE07	+4.623s
5	Robin Frijns (NLD)	Envision Virgin Racing / Audi e-tron FE07	+5.239s
6	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM03	+6.370s
7	Oliver Rowland (GBR)	Nissan e.dams / Nissan IM03	+6.581s
8	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	+7.826s
9	Sam Bird (GBR)	Jaguar Racing / Jaguar I-TYPE 5	+8.489s
10	Rene Rast (DEU)	Audi / Audi e-tron FE07	+11.917s
11	Alex Lynn (GBR)	Mahindra Racing / Mahindra M7Electro	+14.912s
12	Antonio Felix da Costa (PRT)	DS Techeetah / DS E-Tense FE21	+15.289s
13	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	+27.523s
14	Edoardo Mortara (CHE)	Venturi Racing / Mercedes EQ Silver Arrow 02	+27.698s
15	Norman Nato (FRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+28.472s
16	Tom Blomqvist (GBR)	NIO 333 / NIO 333 001	+28.746s
17	Joel Eriksson (SWE)	Dragon Penske Autosport / Penske EV-5	+41.106s
18	Sergio Sette Camara (BRA)	Dragon Penske Autosport / Penske EV-5	+49.849s
R	Jake Dennis (GBR)	BMW Andretti / BMW iFE.21	30 laps-puncture
R	Alexander Sims (GBR)	Mahindra Racing / Mahindra M7Electro	29 laps-puncture
R	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	27 laps-puncture
R	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-TYPE 5	14 laps-electrical
R	Oliver Turvey (GBR)	NIO 333 / NIO 333 001	11 laps-bodywork/gearbox
R	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric	10 laps-suspension

Winner's average speed 70.817mph. **Fastest lap** Nato 1m10.823s, 73.276mph

SUPERPOLE 1 Cassidy 1m09.338s; 2 Vergne 1m09.499s; 3 Lynn 1m09.538s; 4 Guenther 1m09.614s; 5 Buemi 1m09.713s; 6 Wehrlein 1m09.752s.

QUALIFYING 1 Buemi 1m09.531s; 2 Vergne 1m09.599s; 3 Wehrlein 1m09.667s; 4 Cassidy 1m09.672s; 5 Guenther 1m09.718s; 6 Lynn 1m09.746s; 7 di Grassi 1m09.759s; 8 Rowland 1m09.891s; 9 Sims 1m09.892s; 10 Lotterer 1m10.028s; 11 Frijns 1m10.063s; 12 Sette Camara 1m10.147s; 13 da Costa 1m10.156s; 14 Turvey 1m10.181s; 15 Dennis 1m10.239s; 16 Evans 1m10.526s; 17 Blomqvist 1m10.530s; 18 de Vries 1m10.581s; 19 Nato 1m10.658s; 20 Bird 1m10.934s; 21 Vandoorne 1m10.952s; 22 Eriksson 1m11.036s; 23 Rast 1m11.271s; 24 Mortara 1m11.690s.

RACE 2 (37 laps – 53.339 MILES) 1 Bird 46m15.909s; 2 Cassidy +4.167s; 3 da Costa +4.840s; 4 Wehrlein +7.154s; 5 Lotterer +7.762s; 6 Sims +16.286s; 7 Nato +24.983s; 8 Frijns +25.084s; 9 Lynn +25.405s; 10 Guenther +26.009s; 11 Sette Camara +26.341s; 12 Vandoorne +30.781s; 13 Evans +30.957s; 14 di Grassi +31.970s; 15 Buemi +32.985s; 16 Dennis +35.692s; 17 Mortara +35.924s; 18 de Vries +36.339s; 19 Rowland +51.384s; 20 Rast +59.694s; 21 Blomqvist +1m05.327s; 22 Eriksson +1m07.701s; R Turvey 29 laps-damage; R Vergne 0 laps-battery. **Winner's average speed** 69.173mph. **Fastest lap** Evans 1m10.050s, 74.085mph.

SUPERPOLE 1 Bird 1m08.572s; 2 Evans 1m08.662s; 3 Cassidy 1m08.663s; 4 Wehrlein 1m08.818s; 5 Sette Camara 1m08.988s; 6 Lotterer 1m09.201s.

QUALIFYING 1 Bird 1m08.855s; 2 Wehrlein 1m08.898s; 3 Evans 1m08.914s; 4 Cassidy 1m08.947s; 5 Lotterer 1m09.012s; 6 Sette Camara 1m09.038s; 7 da Costa 1m09.052s; 8 Lynn 1m09.166s; 9 Sims 1m09.229s; 10 Nato 1m09.236s; 11 Rast 1m09.256s; 12 di Grassi 1m09.328s; 13 Buemi 1m09.339s; 14 Mortara 1m09.393s; 15 Eriksson 1m09.495s; 16 Rowland 1m09.499s; 17 Turvey 1m09.620s; 18 Blomqvist 1m09.649s; 19 Dennis 1m09.969s; 20 Vandoorne 1m10.089s; 21 Frijns 1m10.341s; 22 de Vries 1m10.599s; 23 Guenther 1m10.637s; 24 Vergne 1m21.673s.

CHAMPIONSHIP 1 Bird 81; 2 da Costa 76; 3 Frijns 76; 4 Mortara 72; 5 Cassidy 70; 6 Vergne 68; 7 Rast 61; 8 Evans 60; 9 Wehrlein 60; 10 de Vries 59.

NEXT RACE

LONDON E-PRIX 29 JULY ISSUE

Can Bird earn the spoils on home soil as London makes its return?



Vervisch gave the second-gen Audi RS3 LMS its first WTCR win

WTCR

Vervisch and Tarquini return to the top step

WTCR
MOTORLAND ARAGON (ESP)
11 JULY
ROUND 3/8

Frederic Vervisch and Gabriele Tarquini scored their first wins in the World Touring Car Cup for two years, as Comtoyou Audi bounced back from a disastrous start to its campaign with the new RS3 LMS to set the pace at a 'scorchio' Motorland Aragon.

Vervisch, who was forced to sit out the 2020 WTCR season, grabbed pole position for race two in the final run of the Q3 shootout, then led all the way on Sunday from Thed Bjork, the quickest of the Lynk & Co drivers in Spain. Gilles Magnus made it a Belgian and Audi 1-3 as he chased Bjork all race, but struggled to run close and stick a pass on the Cyan Performance-run car in temperatures that soared past 31C.

After making a clean start, Vervisch's

only concern was a safety car that was called upon to allow Tom Coronel's stricken Audi to be wheeled away. "It was a really boring race for you guys watching, but I don't care!" said the delighted winner. "I got a mega start. Thed was quicker in some places and I was quicker in others, but I was worried he was saving his tyres. The safety car I didn't like, but it seemed we had more pace."

Behind the top three, points leader Jean-Karl Vernay consolidated his advantage with fourth despite complaining on his team radio of vibrations, echoed by fellow Hyundai driver Norbert Michelisz. The Hungarian, starting from fourth on the grid, slipped down the order until his right-front Goodyear failed on the penultimate lap. Nathanael Berthon finished fifth in his Audi, ahead of Tarquini and reigning champion Yann Ehrlacher who has vaulted up to second in the standings in his Lynk & Co, eight points behind Vernay.

Behind Luca Engstler, Rob Huff won a typically fraught battle with old rival Yvan

Muller. The Briton's Zengo Motorsport Cupra got the upper hand when Muller ran wide at Turn 1, but on the last lap the four-time World Touring Car champion tapped the Leon at Turn 8. Huff held a half-spin with style and somehow kept ahead of Muller to finish ninth.

Tarquini's first victory since the Hungaroring in 2019 came from his second consecutive reversed-grid pole position in the WTCR, having qualified his Hyundai Elantra 10th on Saturday. The Italian, still fired up at a remarkable 59, lined up alongside home hero Mikel Azcona in his Cupra, then made a clean getaway to hold a lead he'd never lose. "I know that following another car, especially here, is quite hard," he said. "Fortunately I built a small gap and after that it was quite an easy race to control."

Coronel claimed Audi's first podium of the season before his race-two retirement, as Comtoyou made the most of its rivals' compensation weight disadvantage. The hardest hit were the quartet of Munnich Motorsport Honda Civic Type Rs that went from being the pacesetters at the previous rounds at Estoril to hopelessly off the pace in Spain. Such are the swings and roundabouts of Balance of Performance motorsport. Esteban Guerrieri was the best of the four, while Portugal race winner Attila Tassi's weekend was derailed in the opening moments of qualifying when the connector to his fuel pump failed.

DAMIEN SMITH

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Tarquini won reversed-grid encounter from pole

WTCR

Ekstrom is electric for Cupra success

PURE ETCR
MOTORLAND ARAGON (ESP)
10-11 JULY
ROUND 2/5

Mattias Ekstrom claimed victory at Motorland Aragon to continue Zengo Motorsport's 100% record in the all-new Pure ETCR electric touring car series.

The Swede's Cupra e-Racer was unbeatable in each of his three 'Battle' races, winning in rounds one and two, plus Sunday's SuperFinal B. The only blot on his copybook was an effort that he claimed was "too cautious" during the 500kW, single-lap Time Trial that set the grid for the finale.

Ekstrom was third-fastest and so lined up in the corresponding spot on the offset grid, knowing that only a victory would enable him to usurp Pool A winner Augusto Farfus – who had triumphed in SuperFinal A earlier in the day – as the overall winner.

A strong start brought him into the lead and, after a brief scrap with Farfus's polesitting Hyundai Motorsport N team-mate Jean-Karl Vernay, he pulled away to take Cupra's second straight victory; a result that moved him into the drivers' points lead and increased the Spanish brand's advantage at the head of the manufacturers' standings.

While Ekstrom's win was straightforward, the one in SuperFinal A that had made Farfus the man to beat was anything but. The Brazilian fought tooth-and-nail with Ekstrom's team-mate Mikel Azcona – the Vallelunga winner and overnight Pool A leader – for the lead until halfway through the seven-lap race.

After squeezing Farfus – a winner in round two – towards the pitwall as they entered the first corner, Azcona was on the receiving end of minor contact from his rival at Turn 3 that spun him into the gravel and put the Spaniard out. Naturally, their opinions about who was to blame differed.



Ekstrom jumped to the top of points with finale victory



PURE ETCR

The same corner spelled the end of Stefano Coletti's race as the Alfa Romeo driver exited while trying to pass Jordi Gene's Cupra, which he hit as he spun backwards across its path. Coletti was later penalised 10 championship points for trying to pass under a yellow flag (present for Azcona's car, which was still stuck in the gravel).

Gene was third, ahead of Tom Chilton (Hyundai) in what was a scintillating race, neither maximising their 40 seconds of Power-Up as well as Brazilian Rodrigo Baptista, who was the runner-up and has now risen to fourth in the points for Romeo Ferraris-M1RA.

Vernay's second place in SuperFinal B – following a stunning Time Trial lap – completed a remarkable fightback after he suffered a driveshaft failure that prevented him even making it out for round two.

His remarkable lap for pole knocked the Romeo Ferraris-M1RA Giulia ETCR of Luca Filippi off the top spot, but the Italian was – along with Ekstrom – one of only two drivers capable of beating Farfus for overall honours as SuperFinal B approached.

Sadly, a loose electrical connector took a while to identify and re-attach, meaning the SuperFinal was already a lap old when he took to the track. He ended up 11th overall.

His non-appearance (in relative terms) opened an opportunity for team-mate Oli Webb to finish third in SuperFinal B, the Briton having won in round two on Saturday. Other 'Battles' wins went to Chilton, Baptista and both Luca and John Filippi.

DYLAN JACOBS

WEEKEND WINNERS

WTOR
MOTORLAND ARAGON (ESP)
Race 1 Gabriele Tarquini
BRC Hyundai (Hyundai Elantra N TCR)
Race 2 Frederic Vervisch
Comtoyou (Audi RS3 LMS TCR)

PURE ETCR
MOTORLAND ARAGON (ESP)
Mattias Ekstrom
Zengo Motorsport (Cupra e-Racer)

ADAC GT MASTERS
ZANDVOORT (NLD)
Race 1 Ricardo Feller/Christopher Mies
Land-Motorsport (Audi R8 LMS Evo)
Race 2 Charles Weerts/Dries Vanthoor
Team WRT (Audi R8 LMS, below)

BRAZILIAN STOCK CARS
CASCAVEL (BRA)
Race 1 Thiago Camilo
Ipiranga Racing (Toyota Corolla)
Race 2 Atila Abreu
Shell V-Power (Chevrolet Cruze)



ADAC

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Van Gisbergen twice denies Whincup

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
10-11 JULY
ROUND 6/12

Jamie Whincup led a significant majority of the laps around the Townsville street circuit last weekend, but it was Shane van Gisbergen who came away with both wins.

The pair of gruelling 250-kilometre heats around the Reid Park track were nearly identical, van Gisbergen running down his Triple Eight Holden team-mate both days.

On Saturday Whincup got the better of polesitter van Gisbergen off the line, the pair then staging a see-sawing battle across the first two stints. Whincup led by three seconds across the first stint, and started the second with nine seconds up his sleeve after van Gisbergen opted to run longer. But the overcut proved to be the better strategy, van Gisbergen quickly eating into Whincup's four-second gap early in the third stint before taking over the lead on lap 70. He then pulled more than seven seconds on his team-mate on the 17-lap run home.

Whincup took pole for Sunday's race and, like on Saturday, led the way across the first two stints. But once again running



longer worked for van Gisbergen, who barged past Whincup at the final corner on lap 76 of 88 to set up his 10th win of the season and 50th of his career.

"I'm obviously rapt for the team result, it couldn't be a better weekend," said Whincup. "But there's a part of me that's

gut-wrenched. I led 140-something laps this weekend and didn't get any chocolate."

Anton De Pasquale finished a lonely third in both races with his DJR Ford Mustang.

Van Gisbergen now holds a formidable 245-point series lead over Whincup.

ANDREW VAN LEEUWEN

Kurt wins Busch family battle at Atlanta

NASCAR CUP
ATLANTA (USA)
11 JULY
ROUND 21/36

Kyle Busch has the more impressive career statistics but older brother Kurt got the better of him last Sunday at Atlanta Motor Speedway.

Kyle, who had won for the 102nd time in the Xfinity Series on Saturday, looked in prime position for a weekend sweep in Sunday's 400-mile Cup race at Atlanta.

It soon became apparent Kurt Busch was going to be a player for the win as well. Together, the brothers ended up leading 235 of the 260 laps.

Kyle emerged as the leader on lap 213

following a final round of green-flag pitstops. But Kurt did not go away and methodically began chasing Kyle back down. With the help of Kurt's Chip Ganassi Racing team-mate Ross Chastain slowing Kyle up, Kurt passed Kyle with 25 laps to go. Kyle mounted several more challenges but Kurt was finally able to put some distance between the two after Kyle brushed the wall. The Chevrolet driver claimed the win by 1.237 seconds.

"What a battle. What a genuine, awesome, old-school race track, and I just asked the track today, 'Last time here on your old asphalt, can I have an old guy win?'; and she answered," Kurt said. "Thank you, Atlanta Motor Speedway."

The win was Kurt's first of 2021 and locks him into the 16-driver playoffs with five remaining in the regular season.

"This has been one of those years where I knew we were going to have our back up against the wall," Kurt said. "We had to race hard and smart."

JIM UTTER



THACKER/MOTORSPORTS IMAGES



Panis squad takes first victory

EUROPEAN LE MANS SERIES

MONZA (ITA)

11 JULY

ROUND 4/6

Panis Racing took victory at Monza in a frantic and see-sawing fourth round of the European Le Mans Series. Will Stevens, Julien Canal and James Allen profited from strong race pace and strategy to score their first win of the season.

The first part of the race looked like an all-out battle between championship contenders G-Drive Racing, Team WRT and United Autosports, with United's Phil Hanson taking the lead from G-Drive's Roman Rusinov just before the first pitstops. Several race interruptions brought other teams into the fray, including Panis Racing. The team had been unable to fight for the lead early on but moved up the field as the race progressed and showed great pace when

it mattered as Stevens held off United's Tom Gamble for the win. Championship leaders Robert Kubica, Louis Deletraz and Yifei Ye (Team WRT) came in fourth behind Jota Sport.

The LMP3 class provided an endless array of strategies. The polesitting DKR Engineering Duqueine was able to use the final full-course yellow, ironically after an incident in which the team itself was involved, to secure a win for Laurens Horr and Matthieu de Barbuat.

The GTE class proved to be a Ferrari fight between Iron Lynx and Spirit of Race, the two teams often only separated by a few tenths of a second. David Perel held firm throughout the final stints and joined Duncan Cameron and Alessandro Pier Guidi on the top step of the podium before dedicating the win to absent Spirit of Race driver Matt Griffin, who withdrew following the sudden death of his father.

NELSON VALKENBURG

WEEKEND WINNERS

AUSTRALIAN SUPERCARS

TOWNSVILLE (AUS)

Race 1 Shane van Gisbergen
Triple Eight (Holden Commodore)

Race 2 Shane van Gisbergen
Triple Eight (Holden Commodore)

NASCAR CUP

ATLANTA (USA)

Kurt Busch, Chip Ganassi (Chevrolet Camaro)

NASCAR XFINITY

ATLANTA (USA)

Kyle Busch, Joe Gibbs Racing (Toyota Supra)

NASCAR TRUCK

KNOXVILLE (USA)

Austin Hill, Hattori Racing (Toyota Tundra)

EUROPEAN LE MANS SERIES

MONZA (ITA)

Will Stevens/Julien Canal/James Allen
Panis Racing (ORECA-Gibson 07)

EUROFORMULA OPEN

HUNGARORING (HUN)

Race 1 Cem Bolukbasi
Van Amersfoort Racing

Race 2 Casper Stevenson
Van Amersfoort Racing

Race 3 Cameron Das
Team Motopark

INTERNATIONAL GT OPEN

HUNGARORING (HUN)

Race 1 Michele Beretta/Frederik Schandorff
Vincenzo Sospiri Racing (Lamborghini)

Race 2 Alexander Moiseev/Loris Spinelli
AKM Motorsport (Mercedes-AMG)



For full results visit motorsportstats.com

Das makes amends for early error

EUROFORMULA OPEN

HUNGARORING (HUN)

10-11 JULY

ROUND 4/8

A final-race victory for Cameron Das at the Hungaroring helped balance the books in the Euroformula Open title battle. The American driver overcame a spill while leading the opening bout last weekend to maintain a 19-point status quo over nearest championship rival Louis Foster.

Red Bull-backed polesitter Jak Crawford squeezed his Team Motopark stablemate Das up against the pitwall for the descent into Turn 1 of the curtain-raiser. But it



wasn't enough to hold on to first place as Das nipped through with barely an inch to spare and soon streaked into a strong lead.

But the ex-FIA Formula 3 racer suffered a huge front-right lock-up and ran wide, resuming with a critical flat spot that he would come to rue. On the approach to the Turn 6 and 7 chicane on lap seven of 18, he speared off into the gravel to enable debutant Cem Bolukbasi to win for Van Amersfoort Racing.

After Casper Stevenson bagged the spoils for the Dutch squad in the middle encounter by 2.6 seconds over the CryptoTower Racing machine of Nazim Azman, Das made amends in the finale.

He converted his pole into a consummate victory by 6.8s, while ex-British BRDC F3 racer Foster recorded a sixth place to go along with fourth in race two and a seventh in the opener, in which the young Brit clocked a five-second penalty for a jump start.



JEP/MOTORSPORT IMAGES

Goodwood Festival of Speed back with a bang

After a COVID-enforced hiatus, one of the great celebrations of motorsport returned — as did the loyal crowds — to honour the finest all-rounders

TOM HOWARD

PHOTOGRAPHY  **motorsport
IMAGES**

They say absence makes the heart grow fonder and that was indeed the case at the Goodwood Festival of Speed as capacity crowds desperate for a motorsport fix flocked to the event's much anticipated return.

The four-day celebration of motorsport was cancelled last year due to the COVID-19 pandemic but, as restrictions begin to ease, the event was included as part of the UK government's Event Research Programme, meaning that the passionate petrol-heads

were back, bringing with them a rare sense of normality.

The sight of fans returning to line the famous hillclimb in awe of the priceless collection of cars, bikes, drivers and riders on show was not lost on event founder Lord March, who also praised his team for ensuring that the Festival of Speed was prepared for its safe return. "We are absolutely thrilled it's happened and the team have done a great job to get it ready in time," he said. "It's been fantastic, we have really loved it."

This year's theme was 'The Maestros — Motorsports Great All-Rounders' and the brief was certainly met as Mario Andretti, Jacky Ickx, Emerson Fittipaldi, Jackie Stewart, Team Penske and Prodrive were all represented and honoured for their contribution to various disciplines.

Those all-rounders that are sadly no longer with us also featured as part of the celebrations, receiving fitting tributes. Since the last Festival of Speed the sport lost the great Stirling Moss, who enjoyed success in Formula 1, sportscars,



Friends reunited:
three-time F1 world
champion Jackie
Stewart drove a
Tyrrell 006

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The famous 1955 Mille Miglia #722 Mercedes-Benz 300SLR that Moss drove alongside Denis Jenkinson to victory was placed on a special plinth, with fans able to scan a QR code to sign an online book of condolences – a nice touch.

Murray Walker, the all-rounder of motorsport commentary who died in March, was given a memorable tribute as former F1 driver and close friend Damon Hill read an emotional tribute to the crowd, before Walker’s voice was heard blaring around the grounds as Goodwood remembered the voice of motorsport in the only possible way, by reliving his most famous moments. It was followed by a rousing applause in recognition of the great man.

Tributes aside, smiles were very much the order of the event as the Festival of Speed was back – and back with a bang. >>



Any tips for keeping it out
of the walls, Sir Jackie?
Norris confers with Stewart

NORRIS AND RICCIARDO'S BUCKET-LIST AYRTON SENNA DRIVE

Bucket-list opportunities were evident across the event, but the chance for current McLaren Formula 1 stars Lando Norris and Daniel Ricciardo to sample one of Ayrton Senna's grand prix-winning cars will surely be etched into their memories forever.

The McLaren duo were both lucky enough to climb aboard the McLaren MP4/5B that one of F1's all-time greats took to six wins on his way to the 1990 world championship.

The enormity of the moment got to Norris, admitting he was so scared not to damage an incredibly valuable piece of F1 machinery while navigating the 1.16-mile hillclimb. "It feels and sounds incredible," said Norris of the Honda V10-engined car. "I would love to take this out on a

race track one day if Zak Brown [McLaren boss] lets me. It's cool to be back and see all the fans again.

"I didn't get out of second gear – I was a bit scared. I get really nervous driving cars like this. It was a privilege."

Ricciardo, who was hampered by drizzle on his run, added: "I still consider myself lucky [to drive this despite the conditions]. I've never come here with the intention of going hard. This is definitely a bucket-list moment to drive it."

F1 hopeful and current Red Bull junior Liam Lawson received his first experience of F1 when he was called upon to drive Sebastian Vettel's 2011 championship-winning Red Bull RB7. "It was pretty unbelievable and I think it's a little bit more special, the fact that I remember being nine years old watching that car dominate in 2011," Lawson told Autosport.

Fans were pleased to see 2009 world champion Jenson Button return to the event driving Keke Rosberg's 1982 Williams FWo8, which he shared with Karun Chandhok over the weekend. Damon Hill, the 1996 F1 world champion, also piloted the first F1 car he raced during his career, the head-turning pink-and-blue Brabham-Judd BT60B from 1992.



No surprise Ricciardo can't contain trademark grin

BINGHAM



DRIVERS REUNITED WITH ICONIC MACHINES

One of the things that makes the Festival of Speed so special is the reuniting of legendary drivers with the cars that yielded their most famous achievements, creating that instant nostalgia hit for spectators while rekindling those most glorious of moments for the drivers in question.

This year was no different, as the event celebrated motor racing's best all-rounders, including Mario Andretti,

the 1978 Formula 1 world champion, four-time Indycar title-winner, Indianapolis 500 victor and multiple race winner in the world sportscar championship.

One of the sights of the weekend was seeing the likeable American back behind the wheel of the JPS-liveried Lotus 79 that secured his only world crown in 1978 and brought ground-effects to F1. Andretti also refamiliarised himself with the stunning V12-powered Ferrari 512S, which he drove

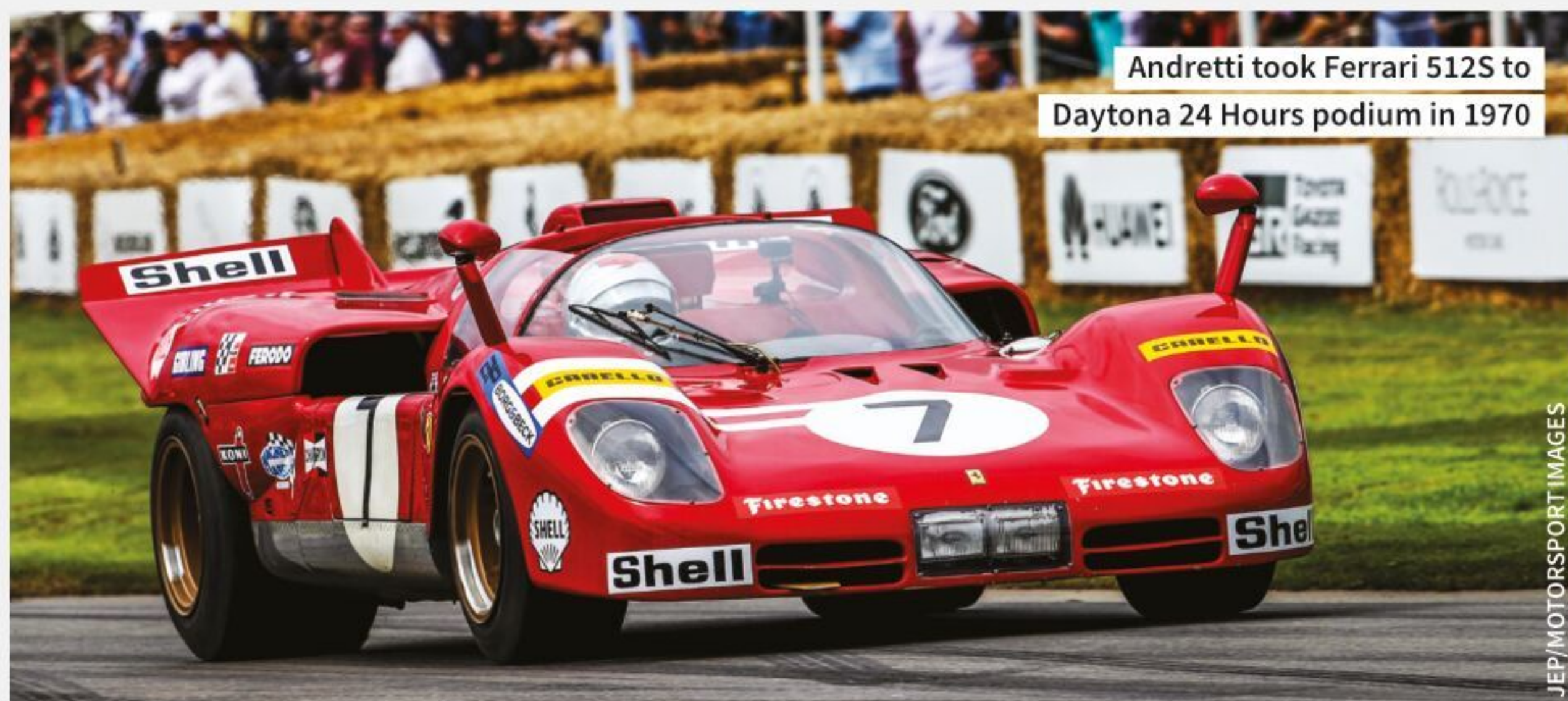
to third in the 1970 Daytona 24 Hours.

"It is a joy to be invited," said Andretti, now 81. "It is magic just to be here and this is a true celebration of motorsport. Every discipline is represented here. To some degree it brings some of it [the memories] back."

Highlighting Andretti's point that Goodwood caters for all disciplines, rally legend Ari Vatanen was reunited with his 1981 World Rally Championship-winning Ford Escort RS1800 Mk2 for the first time since winning the title. It was a car he shared with co-driver and now Prodrive boss David Richards.

"This shows what this weekend is all about – nostalgia, history, emotions and reliving something you have done," said Vatanen, who proved he is still very much a fan favourite. "It is crazy to think this was 40 years ago. It is emotional driving it and I'm very happy to be here."

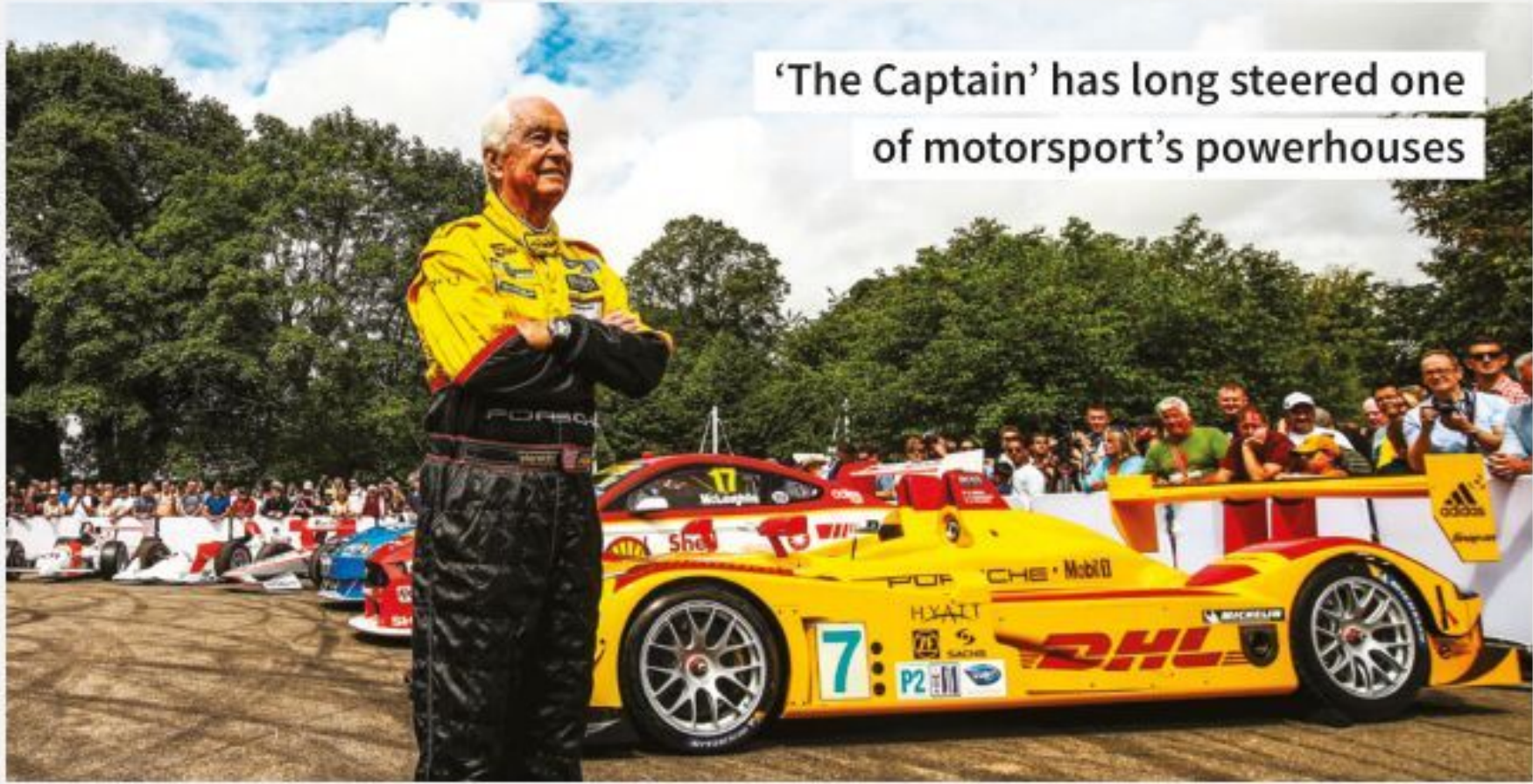
"I do many events like this regularly and I see how nostalgic people are and they come up with many touching stories, it is very humbling."



Andretti took Ferrari 512S to Daytona 24 Hours podium in 1970

JEP/MOTORSPORT IMAGES

MOTORSPORT ALL-ROUNDERS PENSKE
AND PRODRIVE CELEBRATED



'The Captain' has long steered one of motorsport's powerhouses

JEP/MOTORSPORT IMAGES

While Mario Andretti and Jacky Ickx featured among the greatest all-rounder celebrations as drivers, two organisations famous for conquering various disciplines were also rightfully front and centre of proceedings.

American racing powerhouse Penske has been a dominant force for some 50 years, clocking up an astonishing 592 wins across an array of categories including Indycar, NASCAR, Formula 1, V8 Supercars and sportscars. Its renowned founder and boss Roger Penske made a rare trip to Goodwood, accompanied by a stunning fleet of his organisation's most famous cars from past and present, to be honoured for his achievements. The man simply known as the 'The Captain', aged 84, even climbed aboard the eye-catching 2008 Penske Racing Porsche RS Spyder to drive up the hill.

Alongside the famous Marlboro-liveried Indycars from the early 1990s were sportscars dating back to the 1960s and 1970s, including the Sunoco blue Mark Donohue Porsche 917/30 that dominated the no-holds-barred Can-Am series in 1973. John Watson was also reunited with the Penske PC4 that claimed the team's only F1 win at the 1976 Austrian Grand Prix.

"It's historical for me," said Penske, who was a successful driver in his own right during the 1960s. "To be able to drive after seeing so many of the cars win races and drive myself is awful special. It was amazing to drive up the hill."

In some ways, Prodrive has become the UK's version of Penske, given its prolonged success in disciplines including F1, WRC, sportscars and touring cars, both in Britain and Australia, making it one of the great all-rounders of the past 40 years. Its chairman David Richards, was equally emotional reflecting on the success of his team, surrounded by a selection of its blue Subaru WRC cars made famous by Colin McRae and Richard Burns. Its 2019-20 World Endurance Championship GTE-winning Aston Martin Vantage, Jenson Button's 2004 BAR-Honda and its current Dakar rally car driven by Sebastien Loeb were also part of the celebrations.

"It's been a great weekend for everybody," said Richards. "We've tried most things, and there isn't a lot left to try."



Ex-Tommi Makinen
Impreza one of
Prodrive's star cars

BINGHAM



Norris felt real sense of
privilege – but didn't
get out of second gear

BINGHAM

One of the weekend
highlights was Andretti
back in a Lotus 79



JEP/MOTORSPORT IMAGES

GOODWOOD RALLY HERO HONOURED

Since the last Festival of Speed the motorsport world has said goodbye to one of the rallying's greats and the designer of Goodwood's very own rally stage Hannu Mikkola, who died of cancer in February aged 78.

To honour the 1983 World Rally champion, a selection of cars that Mikkola piloted during his career, which included 18 WRC wins spanning a 20-year period in rallying's top tier, gathered to take on the forest stage he helped create in 2006.

It was perhaps fitting that examples of the Ford Escort RS1800 Mk2 he mastered and five iterations of the brutal Group B Audi Quattro, a car he helped develop during the 1980s, were on show to pay tribute to one of rallying's greatest.

Those special cars joined a fleet of rally vehicles from the late-1960s to the present-day Ford Fiesta R2 car.

Away from the rally stage, Goodwood was the venue of choice to usher in the World Rally Championship's new

hybrid era as M-Sport Ford took the covers off its new Ford Puma 2022 weapon. The British team is the first to officially launch its new WRC challenger built to the championship's new Rally1 hybrid rules, which will see all top-flight cars fitted with a 100kW hybrid system that will be used at certain points during stages and road sections next year.

Ford has worked closely with M-Sport to create the Puma and, such is the excitement that the new rules have created, Ford sent its CEO Jim Farley and Ford Performance's global boss Mark Rushbrook to Goodwood to oversee its launch – and witness WRC rising star Adrien Fourmaux and Matthew Wilson put the Puma through its paces on the hillclimb.

Adding to the cast of rally cars on show was rallying royalty in the form of nine-time WRC champion Sebastian Loeb, who wowed fans on the hillclimb in his Prodrive-built 2021 Dakar Rally BRX Hunter.



Audi Quattro stirred memories of Group B era

TOURING CAR GAMECHANGERS LAND IN UK



Mustang stirred controversy and broke records in 2019

The Festival of Speed continues to conjure up cars that grab attention and this year fans were treated to the awesome force of one of the most talked-about touring cars in V8 Supercars history.

As part of the Penske celebration, an example of Scott McLaughlin's 2019 championship-winning Ford Mustang was shipped from Penske's US base to tackle Goodwood's famous hill.

Developed by then-DJR Team Penske and Ford Performance in the US, the Mustang, especially in the hands of now-Penske IndyCar driver McLaughlin, was a force to be reckoned with. The Kiwi rewrote the record books, winning 18 races in 2019 – more than any driver has achieved during

McLAREN CLAIMS SHOOTOUT HONOURS

For the first time since Nick Heidfeld's record-breaking run in 1999, McLaren took the honours in the famous Goodwood shootout. GT ace Rob Bell wrestled a McLaren 720S GT3X up the ribbon of asphalt in 45.01 seconds, despite the threat of rain in the closing stages.

Bell's nearest rival was American extreme motorsport competitor Travis Pastrana, who had topped qualifying in a heavily modified Subaru WRX STI. Pastrana was up on Bell's time in the first sector but was unable to match the McLaren driver after a wild slide towards the end of the run, in what was a thrilling climax to the shootout.

In the end, Pastrana was left to settle for second, 1.19s shy of Bell. The outright official hillclimb record still belongs to ex-Formula 1 driver Heidfeld – the German clocked a 41.6s in a McLaren MP4/13 22 years ago.

A 1988 Spice-Cosworth sportscar driven by Jeremy Smith secured the third-fastest time, having sat at the top of the times before the final two competitors took to the hill.



Pastrana had to settle for second in his Subaru

GIBBONS



Rob Bell topped the times in McLaren 720S GT3X

JEP/MOTORSPORT IMAGES

The shootout was punctuated by a lengthy red-flag period when Jack Tetley lost control of his 2012-specification Chevrolet Camaro NASCAR on the run to the finish. Tetley put a wheel on the grass, which sent the Chevrolet spinning at high speed into the hay bales, causing damage to the front and rear of the car.

One of the hotly tipped favourites, six-time Goodwood shootout winner Justin Law, was a notable absentee from the final despite setting the fourth-fastest time in qualifying. A spin exiting the Flint Wall during a morning run inflicted significant damage to the 1993 Bud Light-liveried Jaguar XJR-12D that was driven in period by David Brabham, John Andretti, John Nielsen and Davy Jones.

Homegrown talents in reigning Porsche Carrera Cup Great Britain champion Harry King and British Touring Car Championship title contender Jake Hill also threatened to claim the outright honours. King was left to settle for fourth following his committed run in a Porsche 911 GT3 Cup car, while Hill had been the early pacesetter after a stunning run in a Ric Wood-owned HKS-liveried Nissan Skyline GT-R R32.

Car owner Wood himself ended up ninth overall, having piloted a 2011 Walkinshaw-built Holden Commodore V8 Supercar. He was among a number of notable impressive efforts, including touring car legend Anthony Reid, who guided a former Carlos Sainz Ford Escort WRC to seventh.

a season – on his way to a second consecutive Supercars title. The run included a Bathurst 1000 win that's still seen as one of the most controversial after the DJRTP team was issued a \$250,000 post-event fine for deliberately slowing its sister car under a safety car, and was fined another \$30,000 for an engine rule breach at the following event.

While McLaughlin's pace was unquestioned, the Mustang sparked a vicious parity row between Ford and Holden teams, which forced Supercars championship organisers to make several parity adjustments in-season. It eventually resulted in Supercars having to re-homologate the aero

on all cars for the 2020 season.

Ford CEO Jim Farley was on hand to pilot the iconic Shell V-Powered Mustang up the hill, with McLaughlin watching on. "Awesome seeing my old car run at Goodwood Festival of Speed, enjoy Jim Farley," McLaughlin posted on Twitter.

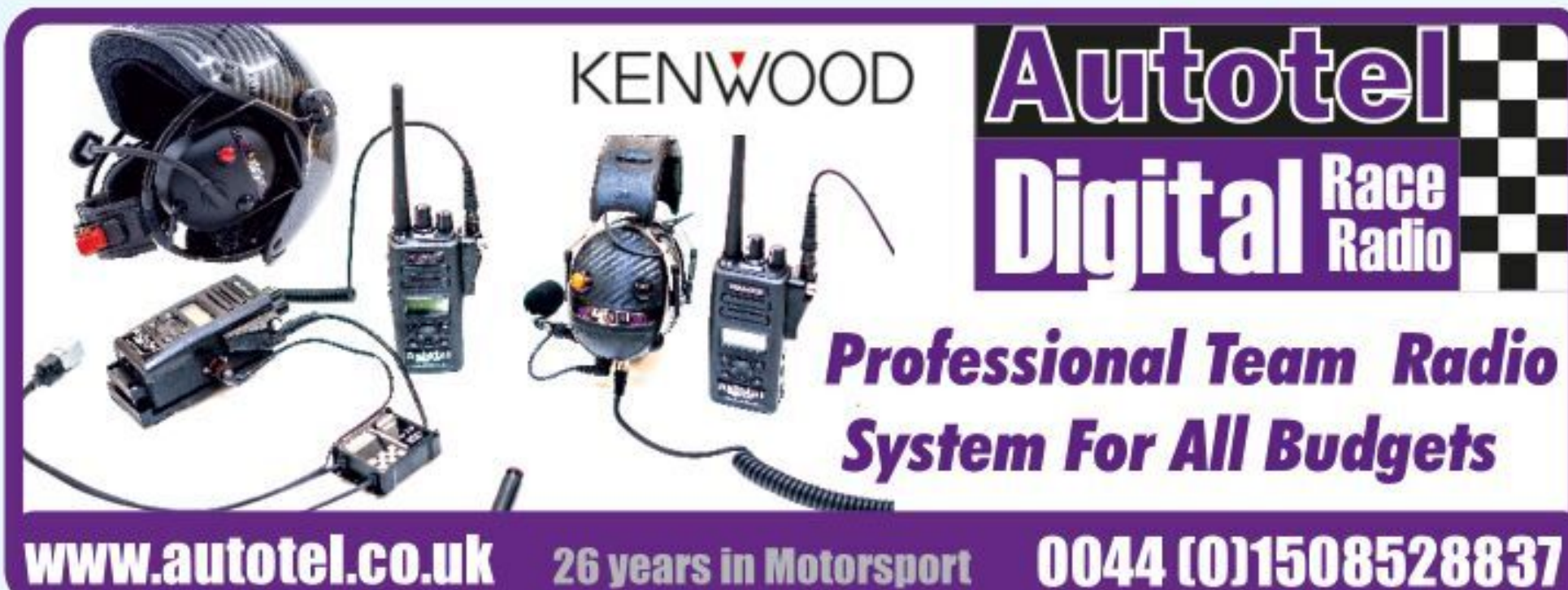
The Mustang was not the only gamechanging touring car on show, as two of Super Touring's most influential weapons took to the hill. A 1994-specification Alfa Romeo 155, the same car that won the BTCC title that year, and the famous Audi A4 Quattro rolled back the years, with Emanuele Pirro, who drove the car in period in 1997, at the wheel.



Alfa 155 recalled Super Touring glory days

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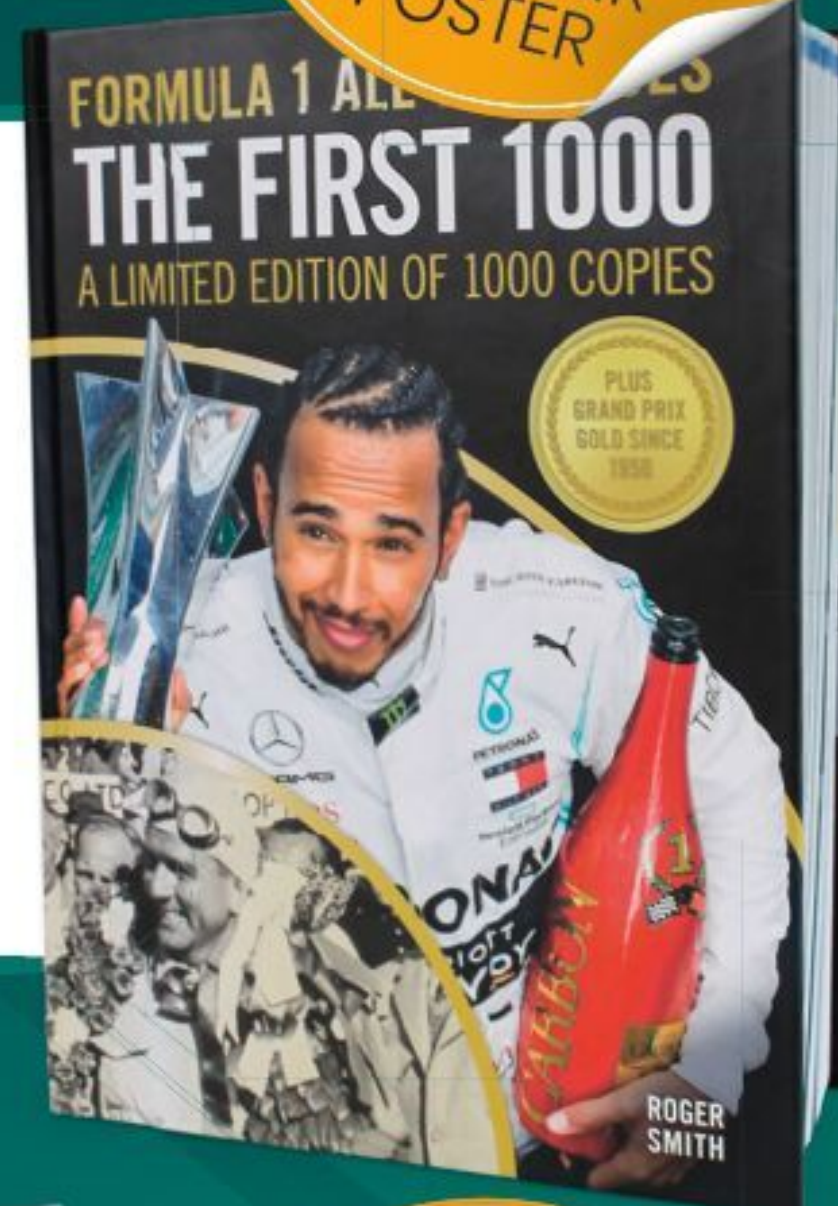
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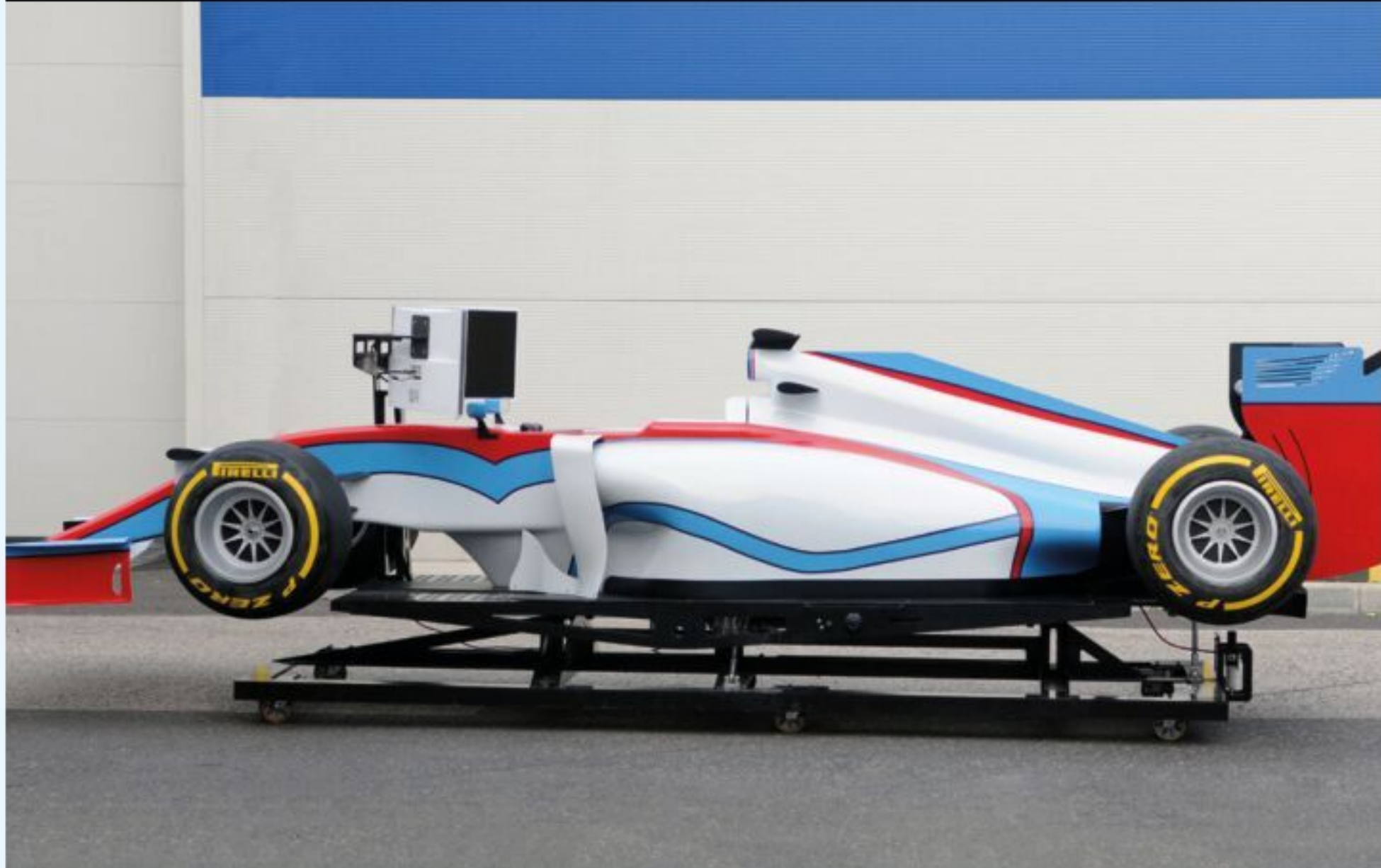
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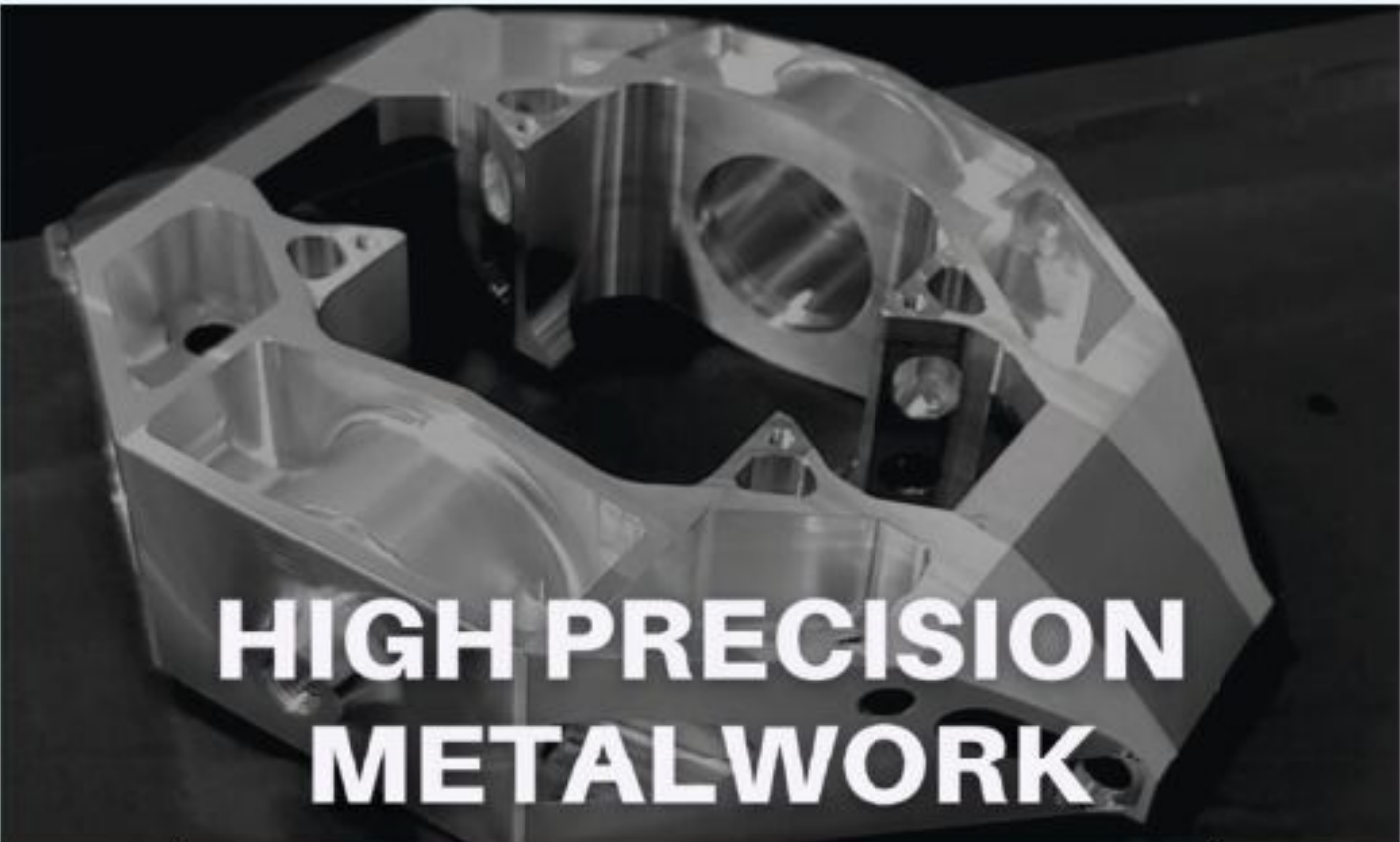
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- Support any required rig development testing as required.
- Set up, development and maintenance of associated engineering software.
- Follow Engineering procedures and protocols, pertaining to assembly, operation and safety.
- Recording and feedback of parameters and incidences as they occur or as requested.
- Assist in the operation of the garage and its infrastructure.
- Assisting with management of the flow of components between the factory and the track and through the various stages of the servicing.
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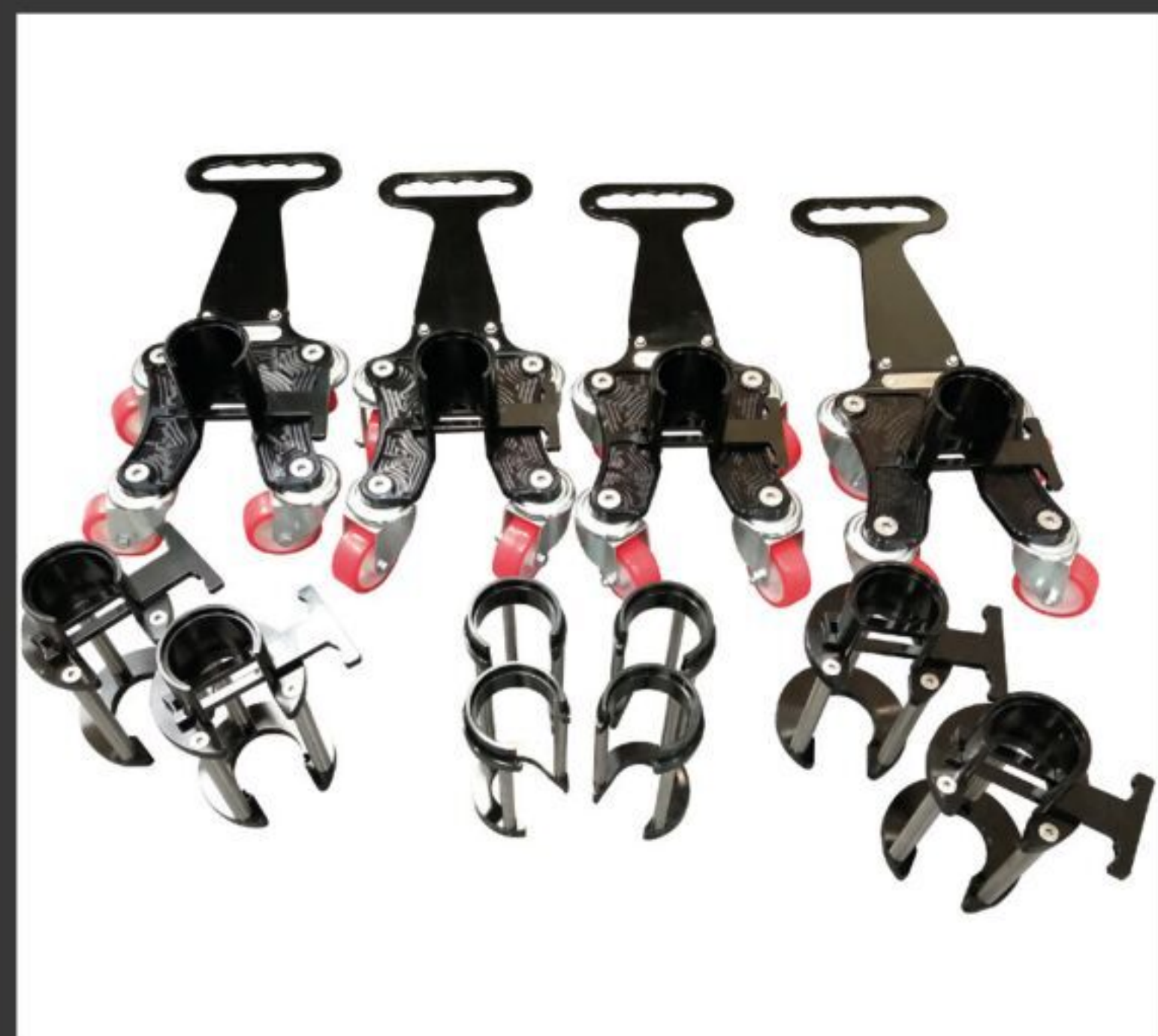
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Nearys come through British GT chaos to win

Series organisers set to clamp down on driving standards



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BRUNDLES TEAM UP TO RACE JAGUAR E-TYPE AT CLASSIC

SILVERSTONE CLASSIC

Father and son Martin and Alex Brundle will team up to share a Jaguar E-type in the special 60th anniversary race for the model at the Silverstone Classic at the end of the month.

The 45-minute race, including one pitstop, will feature a grid of more than 50 E-types and will mark the first time that the ex-Formula 1 driver and his son have teamed up to race a historic car.

The duo have driven together before, sharing a prototype at Le Mans in 2012 and more recently an Aston Martin at the Nurburgring in 2019, but the early 1960s E-type is a fresh challenge.

Brundle Jr has raced an E-type before



Martin Brundle was immediately on the pace in the E-type

with Gary Pearson and will also drive a Lola T70 Mk3B and a Lister Knobbly during the Classic, which runs from 30 July-1 August.

"I've never raced a classic car at Silverstone before but I can't wait to get racing again – it will be my first time since the Nurburgring," said Brundle Sr.

Having stepped back from his full-time role in the Sky F1 commentary box, he will miss the Hungarian GP and will be attending the Classic for the first time.

"I've heard so much about the Classic but I've never yet witnessed it as it always seems to clash with a grand prix, which, of course, it does again this year. But after 37 years in the Formula 1 paddock, I'm no longer doing quite as many F1 races. I'm not going to Hungary and so have a little more time in my diary these days."

With 158 grands prix starts to his name and victory in the Le Mans 24 Hours with Jaguar in 1990, Brundle is one of Britain's leading drivers of his generation.

"It's going to be hard fought out there but we'll be aiming for victory," said his son. "Dad has been amazing; he just jumped in and was straight on the pace. It's a race exclusively for E-types and we are under no illusions: it's going to be extremely competitive, but we'd love to win."

PAUL LAWRENCE

F1 SUPPORT SLOT FOR MASTERS HISTORIC RACING

BRITISH GP

Historic cars will feature on the support programme for the British Grand Prix at Silverstone this weekend following a late change to the original schedule.

The Porsche Supercup, which was due to race on Sunday morning ahead of the grand prix, has been cancelled due to COVID-19 travel restrictions as many of the teams are based in Germany. Instead, Masters Historic Racing will hold a pair of races for its Gentlemen Drivers series for pre-1966 GTs on the Grand Prix circuit.

The 36-car entry list for the races, which will run to two half-hour formats, was filled within minutes of being announced to the Masters' competitor base.

The Gentlemen Drivers series is one of Masters' most popular categories and typically pits Jaguar E-types, AC Cobras and Lotus Elans into competition.

"We are absolutely delighted to be invited by Formula 1," said MHR founder Ron Maydon.

"It's great to know that British F1 fans have two more opportunities to see our cars compete on British soil in 2021.

"I'm sure that we will evoke many wonderful memories for the spectators as well as fascinate the younger crowd."

Masters event manager Rachel Bailey added: "Within an hour of contacting our competitors we had a full grid.

"This promises to be the highlight of the season for these drivers, and proof of how excited they are was how quickly we reached the full entry number. We are delighted with the response from the Masters customer base."

PAUL LAWRENCE



Clampdown by GT organisers after incidents

BRITISH GT

The British GT championship will introduce “harsher deterrents” to improve driving standards after “unnecessary” collisions at Donington Park last weekend.

Ten cars were eliminated in the first 30 minutes of the two-hour race after three multi-car crashes depleted the field.

Brands Hatch winner Michael Igoe was tagged at the first corner by Nick Jones and then hit by Leo Machitski, bringing out the first of four safety cars. Two GT4 crashes in quick succession then caused the retirement of seven cars, including two of the three Team Rocket RJN McLarens.

Alain Valente was an innocent party in the lap-five melee triggered by Chris Salkeld’s Century BMW that also put out Ashley Marshall (Balfe McLaren), Mark Sansom (Assetto Ginetta) and Matt Topham (Newbridge Aston Martin), while fellow RJN driver Harry Hayek sustained terminal damage after contact with the Speedworks Toyota of John Ferguson and Will Moore’s Academy Mustang.

Salkeld went on to finish second, after serving a 10-second stop/go penalty, while



JEP/MOTORSPORT IMAGES

Ferguson was given a formal written reprimand and two licence points.

RJN boss Bob Neville told Autosport: “Hopefully something can be done going forward to try and reduce this unnecessary contact. I really would appreciate some thoughts going into maintaining better driving standards.”

Balfe Motorsport team boss Shaun Balfe added: “The only winners will be the ones that dragged themselves onto the podium and the insurance companies.”

Championship manager Lauren Granville has pledged to take swift action ahead of next weekend’s round at Spa.

She told Autosport: “Some of the driving

at Donington wasn’t up to the standard usually associated with British GT. We pride ourselves on clean and fair racing, which has predominantly been the case in recent years, while the previous round at Silverstone ran for three hours without a safety car period.

“Most of what we saw at Donington was unnecessary and avoidable. It was also clear that the penalties issued – as per existing regulations – are not sufficient to deter poor driving. We are already working with the British Racing and Sports Car Club to outline several new, harsher deterrents that will be implemented from Spa onwards.”

JAMES NEWBOLD

Team ABBA to now race at Spa event

BRITISH GT

Team ABBA Racing has reversed its plan not to attend the British GT championship’s away round at Spa next weekend following its maiden category victory at Donington Park.

Father-and-son pairing Richard and Sam Neary jumped up to second in the standings after their breakthrough win last weekend.

Speaking to Autosport, Sam Neary said the win had

“solidified our place in the championship” and injected belief that they can challenge for the title.

“We weren’t going to go to Spa, but obviously circumstances have changed now so we are going,” he said. “We’ve always had glimmers of this pace and everyone has always said we just needed some luck, and finally to say we’ve won a race now, it’s like that final piece of the jigsaw.

“It’s definitely boosted the

confidence. I don’t think this is going to be our last win this season.”

The team’s win came following extensive repairs when a brake disc exploded on Saturday and despite chief mechanic Shane Fearn having to self-isolate and miss the event.

Gruppe M DTM mechanic Luke Kendall was brought in, while Liam Walker was a stand-in number two mechanic on his first



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weekend with the car.

“It was a complete team event to get that car out,” added Neary Jr. “Everyone played their part.”

JAMES NEWBOLD

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TOCA supports react to BTCC 2022 calendar announcement

TOCA

British Touring Car Championship support series have welcomed the recent release of the provisional 2022 schedule and are particularly happy with Donington Park being chosen for the opening round.

The proposed 2022 calendar was released at the end of last month and it begins with Donington on 23-24 April, several weeks later than the regular pre-pandemic opening rounds to allow for more time to test the new BTCC hybrid powertrains.

The schedule also again includes two visits to Thruxton as well as all of the BTCC's other traditional haunts.

The Porsche Carrera Cup GB is due to introduce the Type 992 911 GT3 Cup car next year and the later start will allow

teams more time to get up to speed with the new machine. Porsche GB motorsport manager James MacNaughton is also pleased to have Donington as the opener, rather than the tighter confines of the Brands Hatch Indy circuit, as has regularly been the case.

"Donington Park is a great place to start the season – because it's a longer lap, and there's more space, it allows the new drivers to the championship more chance to get up to speed without worrying about being caught by the Pro drivers so quickly," he said.

Ash Gallagher, motorsport manager for the Ginetta championships, said: "Starting at Donington is nice and a late start and early finish is good for us as it means we're not racing in the dark."

STEPHEN LICKORISH



Jewiss makes Fun Cup race debut

FUN CUP

Porsche Carrera Cup GB frontrunner Kiern Jewiss made his Fun Cup debut at Anglesey last weekend.

Jewiss shared the Team Caudwell car with John and Brian Caudwell – the brothers making



their seasonal debut in the series – and the trio finished eighth and 10th across the two races, including a podium finish in the Masters class.

Jewiss, who has already taken one win in the Carrera Cup in his debut season and sits second in the standings, two points behind Dan Cammish, got offered the chance by Kieren Clark, who manages all three drivers.

"I hadn't raced at Anglesey before, and didn't know what a Fun Cup car looked like before this weekend," said the 2018 British Formula 4 champion and one of that year's McLaren Autosport BRDC Award finalists.

"The balance of the car makes it tough to drive even for me, as endurance cars are usually easier for gentleman drivers, but not these. It was fun, though."

PETER SCHERER

IN THE HEADLINES

BRITISH F3 FOR BILINSKI

Roman Bilinski made his British F3 debut with Arden at Donington Park last weekend, taking a best result of fourth in the opening race. Bilinski, who races in British F4 with Carlin, said: "The cornering speed is so much more and it's pretty impressive what these cars can do." Fredrick Lubin's absence due to health reasons meant Alex Connor, who was set to miss the meeting due to financial constraints, took his place and scored two podiums.

MORLEY'S KART HAT-TRICK

Liam Morley took a hat-trick of wins on his first appearance in the Division 1 Superkart class this year at Cadwell Park, as well as setting a new lap record. Paul Platt made big strides to win title number six in the F250 National class as he was also a triple winner, while Mark Gellatly secured the British Championship in the F450 class. Tom Riley is almost assured of the title for the F125 Open category, just needing to finish ahead of his closest rival Michael Parr in one race at Cadwell Park in August.

RIVETT WINS ROGERS TROPHY

The Champion of Brands Formula Ford race at Brands Hatch was also for the inaugural Peter Rogers Trophy, named after the former FF1600 racer who was killed at Donington Park in 1987. Matt Rivett (Van Diemen RF91) claimed the £500 prize, charging clear of James Hadfield (RF03). In a Ray duel for third, Adam Fathers (GR16) pipped Vincent Jay (GR21) by 0.249 seconds.

FROM DESK TO RACE TRACK

Fiesta Junior Championship co-ordinator Laura Payne made her racing debut in the CityCar Cup at Donington Park last weekend (below), reaching the finish in race two after being forced to retire in the opener after picking up damage from a kerb. She said: "It's good to see the other side, which is why I wanted to do it. I think because of this I can be more helpful to the juniors."



Edwards takes Nicky Grist Stages victory

BRC

New British Rally Championship leader Matt Edwards said his nail-biting victory at the second round of the season on the Nicky Grist Stages in mid-Wales was “the perfect reward” for his team’s endeavours.

On spent tyres, the defending champion and co-driver Darren Garrod endured a “wild ride” through the last test – which included at least one off-road jaunt – to finish with five seconds in hand over Tom Cave.

“We were in and out of ditches,” said Edwards, who became the first person since Tapio Laukkanen at the Scottish Rally back in 2000 to win a round of the series in a Volkswagen. “Everything was calm in the car until about five corners before the end – but it is so good to be back in these forests again.

“It just means the world at the moment. There is so much going on behind the scenes and it is such a relief as much as anything to have the pace in a different car – and a different team.”



Flying high: Edwards and co-driver Garrod won by five seconds

Sixteen months since he last set foot inside a rally car, Cave showed few signs of rustiness on his way to a solid second place after remedying set-up and balance issues with his Ford Fiesta Rally2 car.

Cave briefly led after stage three – before that it was fellow Welshman Osian Pryce who set the early pace, but turbo boost problems on his VW Polo proved decisive in his charge for victory. He took third.

Runner-up at the opening round at Oulton Park, fourth place was good enough to ensure Rhys Yates held on to second

position in the standings, three points adrift. He survived a warning light scare on the dash of his Rally2 car to lead home M-Sport team-mate Matthew Wilson.

The event also produced a different winner in the Junior British Rally Championship. It had added significance because it was Ruairi Bell’s maiden victory – a result that was cemented when, in his attempts to reel the Londoner in, William Creighton left the road on the penultimate gravel stage.

JASON CRAIG

Honours shared in Mini Se7ens at Cadwell



Lewis took top spot in first Se7ens race

CADWELL PARK

Jonathan Lewis and Nick Croydon-Fowler shared the Mini Se7en wins at MSVR’s Cadwell Park meeting last weekend.

On both occasions, Jeff Smith finished runner-up, coming closest to victory in race two when he

finished 0.191s behind Croydon-Fowler as Lewis had to settle for fourth.

In the Mini Miglia contests, 2013 British Touring Car champion Andrew Jordan came out on top in both outings, with Kane Austin best of the rest each time.

Tom Stoten extended

his lead in the Sports 2000 Championship with victory in race one and being runner-up in the second, as Neil Burroughs took the top spot. Reigning champion Michael Gibbins lost further ground in the title race after suffering a retirement in race two.

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Thomas raced a variety of Ford Mustangs and Chevrolet Camaros



Martin Thomas 1939-2021

OBITUARY

Martin Thomas, who died earlier this month, became a household name when a BARC Special Saloon race in which he starred at Crystal Palace in September 1971 was televised and then broadcast in the BBC's 100 Great Sporting Moments series.

Racing his Chevrolet Camaro, Thomas led for 12 laps of the South London parkland circuit before he spun after holding Mike Crabtree (Ford Escort RS1600) and Gerry Marshall (Vauxhall Viva GT) at bay.

Garage proprietor Thomas raced the ex-Jackie Oliver Ford Mustang and several Camaros, including the ex-Brian Muir

Wiggins Teape car, previously a Trans-Am racer. Sharing with Terry Sanger, Thomas finished fifth in the 1972 RAC Tourist Trophy race at Silverstone.

Thomas was a preparer whose attention to detail was second to none. His Saffron Road Garage business prepared Triumph Dolomite Sprint, Ford Capri 3.0S and Rover SD1 for the BSCC, regularly running friend 'Yogi' Muir. SRG also built Renault 5TS championship-winning cars for Neil McGrath and Jim Edwards Sr, grandfather of British Touring Car racer Jade.

He is survived by wife Barbara, daughter Zoe and son Toby. Autosport sends its condolences to his family and friends.

MARCUS PYE

IN THE HEADLINES

BING BACK IN CLUBMANS

Clubmans racer of the 1980s Royston Bing enjoyed his first start in approximately a decade in the category's Classic championship at Brands Hatch. The 74-year-old sold his second Mallock to recommission the other and tested the Mk20 at Llandow first, before finishing 12th at the weekend. Appetite whetted, he hopes to contest Mallory Park's double-header in September.

FROM GUERNSEY TO BRANDS

Guernsey veteran Dave Lowe had his first outing in two years when he wheeled his Lotus 69 out for the Classic Formula Ford contests at Brands Hatch. The retired painter and decorator, who leaves his car on the mainland between races before travelling back home, took a best finish of 21st last weekend. The former category champion, 82, hopes to race at Oulton Park, Mallory Park and Silverstone over the season now that travel has become easier.

SHAW'S SPRINGBOK WINNER

Former Formula 3000 racer Mark Shaw raced his ex-Jim Clark Lotus 24 at Brands Hatch following his victory at the Monaco Historique in April. The car was used by Clark in the South African Springbok series over the winter of 1961-62 and won the title with three race wins. "Being a Scotsman, it's a great car to have," he said.

HOLLAMBY'S RETRO LIVERY

Sean Hollamby has re-liveried his Classic F3 March 803B to the black Volkspares colour scheme used by his late father Olly when the car was first raced as a Formula Super Vee in 1980. "It's now as I remember it," said Hollamby of the all-black March (below). "Some of dad's old mates came to Brands at the weekend to see the car," he added, having competed in Classic F3 at the meeting with a best result of fourth.



Drybrough undergoes surgery

HISTORICS

Historic Formula Ford competitor Ross Drybrough has undergone surgery on a serious hand injury following an accident at the Historic Sports Car Club's Brands Hatch meeting.

Drybrough was running seventh in the restarted opening leg of the Historic FF1600 double-header, leading the highly competitive Over 50s division, when his Merlyn Mk20 was overturned after

contact with Simon Toyne's Lola T200 entering Druids.

His car rolled lazily and came to rest inverted on the track as fellow competitors George Ditchfield and Ian Fernihough stopped their cars to offer assistance and protect the Scot, who – after a period of time – escaped from the cockpit unaided. Marshals and medics quickly came to his assistance as the race was red-flagged for the second time.

The 51-year-old sustained heavy friction damage to his

left hand as the car landed. He underwent surgery on Monday and a further operation was scheduled on Tuesday as Autosport closed for press, during which it was likely that surgeons would amputate his little finger.

"Ross was in good spirits when I spoke to him and remains very positive about his recovery. We all wish him a speedy return," said Historic FF1600 drivers' representative Ted Pearson.

MARCUS PYE



Sensational start paved
the way for maiden
British GT win

ALL PHOTOGRAPHY: JEP
motorsport
IMAGES

Neary father and son duo make British GT history

DONINGTON PARK
BRITISH GT
10-11 JULY

It's a stock phrase on the list of a racing commentator's clichés that races are never won at the first corner. But last weekend at Donington Park proved to be the exception as Richard Neary's Team ABBA Mercedes-AMG somehow emerged from Turn 1 in second, having started 10th and last in GT3 after an exploding brake disc in free practice two had caused major damage to the front-right corner that prevented the car from qualifying.

A decisive move on Ian Loggie's RAM Mercedes 10 laps into the two-hour contest set Neary's son Sam up for their family team's first-ever British GT win, and

the first for a father-and-son pairing in series history.

"I didn't expect to be able to get to the front so easily," Neary Sr said, perhaps in the understatement of the year. "In the track time we've had this weekend, we have had good pace, we've just been a bit unlucky. But eventually our luck turned a bit and we got through [Turn 1] cleanly.

"The team has worked tirelessly to put that car back together. It was 50/50 last night whether we could repair the car or not, so all credit to them."

Neary Sr made a punchy getaway at the rolling start, taking advantage of a slow launch from Adam Balon that held up both Morgan Tillbrook and Kelvin Fletcher, to take sixth into Redgate. But the path ahead opened up for him when Michael Igoe's

WPI Lamborghini was nudged into a spin by Nick Jones, forcing the Porsche driver and Andrew Howard's Beechdean Aston Martin wide in avoidance, while Stewart Proctor (Balfe McLaren) also had to check up.

Following a safety car to clear away Igoe's stranded car – its left-rear deranged after being hit by erstwhile points leader Leo Machitski's Barwell Lamborghini, putting both out – Neary was caught napping by Loggie at the lap-five restart. But he made no mistake when a GT4 pile-up at McLeans necessitated another caution period, and immediately seized the lead by diving up Loggie's inside at Redgate.

Neary's advantage stretched to almost four seconds as Loggie staved off pressure from Fletcher before being whittled back to a little under a second prior to the

BURNS AND BURTON SURVIVE DEMOLITION DERBY

The Century Motorsport team was in disconsolate mood on Saturday night at Donington. Six different makes of car occupied the top six places on the grid, but its BMW M4 GTs were not among them.

Championship leaders Will Burns and Gus Burton were only ninth on the grid, with Chris Salkeld and Andrew Gordon-Colebrooke two spots further back. But come Sunday, the mood in the camp was totally transformed as the pair repeated their Brands Hatch 1-2 after a demolition derby that only five of the 13 starters survived.

It took Burns just over 20 minutes and 10

safety car-interrupted laps to surge into a lead he'd never lose. Taking advantage of the GT3 fracas at the start, he moved up to fifth at the first corner then passed Mark Sansom (Ginetta) and poleman Matt Topham's Newbridge Aston Martin to take third on the lap-five restart, Silverstone winner Topham losing several places on the grass at the Old Hairpin.

Moments later, both he and Sansom were then eliminated in a multi-car accident triggered by Salkeld spinning Sansom at McLeans – for which he was given a 10s stop/go penalty. The crash also forced Alain Valente and Ashley Marshall into retirement and brought out the race's second

safety car. When racing resumed on lap 10, Burns wasted no time in passing Will Moore (Academy Mustang) and John Ferguson (Speedworks Toyota), as chaos ensued behind.

A slide from Moore exiting Goddards cost him two places to Team Rocket RJN McLaren drivers Jordan Collard and Harry Hayek, who began piling the pressure on Pro-Am leader Ferguson. Following another brief safety car interlude for debris, Collard dived past Ferguson at the Melbourne Hairpin, but when Hayek tried to follow around the outside of Goddards, he was tagged by the Toyota and both were collected by the luckless Moore, putting all three out.



Winners: Sam Neary (I)
with father Richard

pitstops, but a 10-second success penalty carried over from Silverstone meant Loggie's team-mate Yelmer Buurman was always going to face an uphill task to get back on level terms.

In the end, it proved academic. As if to prove the point that he could have beaten his Mercedes rival even without its longer stop, 19-year-old Sam Neary extended his gap from 12s after the stops to cross the line 15.9s ahead.

"Rich won me that race, he was incredible in that first stint, especially that first corner – it was just unbelievable," Neary Jr said. "I started pulling the gap straight away and then from there [it was] just managing the tyres and listening to every single noise from the car to make sure nothing was wrong."

Fletcher had made good progress in the early stages of the stint to pass Jones – who later retired with gearbox issues after a spin – Balon and Proctor, but couldn't maintain his pressure on Loggie and began to struggle. Balon's sole-surviving Barwell Lamborghini spent 20 laps stuck behind the Paddock Motorsport Bentley before finally slipping up the inside at Goddards, Howard following shortly afterwards on the exit of Redgate.

But the time lost behind Fletcher was especially costly for Balon and Sandy Mitchell because of the 20s success



Howard/Adam sit joint
top of the standings

penalty they carried from Silverstone. When Mitchell finally left the pitlane, the 2020 champion was down in seventh with any chance of a podium seemingly gone.

Howard's team-mate Jonny Adam was therefore promoted to third ahead of Fletcher's co-driver Martin Plowman and Marcus Clutton – in for Tillbrook, who had fought back onto the tail of Fletcher prior to the stops after a lap-one off at McLeans required him to charge back through the GT4 pack. Clutton was immediately on the pace and soon disposed of Plowman with a cutback move exiting the Melbourne Hairpin, before cruising up to Adam.

But try as he might, Clutton couldn't find a way past and spent the rest of the race trying to force the four-time series champion into a mistake that never came – Adam's cause aided by the decimated GT4 field of five cars reducing opportunities for Clutton in traffic.

Adam's lack of pace in the final stint made for a tense finish as Mitchell – having overcome Lewis Proctor and Plowman – stormed onto the back of the train and began to pressure Clutton, who edged Mitchell onto the grass exiting Redgate with three laps to go. At the flag, just 0.651s separated Mitchell from the podium after a fine drive, with Proctor claiming sixth from Plowman at the Old Hairpin late on.

JAMES NEWBOLD

WEEKEND WINNERS

GT3

(76 laps) 1 Richard Neary/Sam Neary (Mercedes-AMG); 2 Ian Loggie/Yelmer Buurman (Mercedes) +15.931s; 3 Andrew Howard/Jonny Adam (Aston Martin Vantage); 4 Morgan Tillbrook/Marcus Clutton (McLaren 720S); 5 Adam Balon/Sandy Mitchell (Lamborghini Huracan Evo); 6 Stewart Proctor/Lewis Proctor (McLaren).

Fastest lap Mitchell 1m27.586

(102.23mph). **Pole** Loggie/Buurman.

Starters 10.

Points 1= Howard/Adam and Loggie/Buurman 67.5; 3= Balon/Mitchell and Neary/Neary 52.5; 5 Leo Machitski/Dennis Lind 49.5; 6 Michael Igoe/Phil Keen 43.5.

GT4

(71 laps) 1 Will Burns/Gus Burton (BMW M4); 2 Chris Salkeld/Andrew Gordon-Colebrooke (BMW) –1 lap; 3 Nick Halstead/Jamie Stanley (McLaren 570S); 4 Dave Whitmore/Jake Giddings (Mercedes-AMG); 5 Jordan Collard/James Kell (McLaren); no other classified finishers. **FL** Burton 1m36.386s (92.90mph). **P** Matt Topham/Darren Burke (Aston Martin Vantage). **S** 13.

Points 1 Burns/Burton 93; 2 Salkeld/Gordon-Colebrooke 66; 3 Richard Williams/Sennan Fielding 42; 4 Collard/Kell 40.5; 5 Topham/Darren Turner 37.5; 6 Halstead/Stanley 34.5.



Another Century
Motorsport 1-2

For full results visit: tsl-timing.com

Burns continued to pull away from Collard until the mid-race driver swaps, and Burton enjoyed a trouble-free run to the flag. But Collard's team-mate James Kell endured a torrid stint as a bent exhaust melted some wires, impacting the ABS and gearshifts. He dropped into the clutches of Gordon-Colebrooke, who had earlier passed Jamie Stanley's Fox McLaren.

Kell could put up no defence and eventually slipped to fifth behind Jake Giddings' Ciceley Mercedes, which had recovered from a three-second stop/go for a too-short pitstop, and a spin over the grass exiting Redgate.

JAMES NEWBOLD



Burns passes polesitter
Topham on way to victory

Double delight for O'Sullivan in British F3

DONINGTON PARK
BRSCC
10-11 JULY

A brace of victories at Donington Park launched Zak O'Sullivan into a commanding points lead of the BRDC British F3 Championship, despite the Carlin driver and title rival Reece Ushijima colliding.

O'Sullivan asserted his dominance on the event from the outset by taking a double pole, but initially lost the lead of race one to Ushijima while heading into Redgate.

The pair battled side-by-side down the Craner Curves with O'Sullivan braving it out to hold the inside line into the Old Hairpin and retake the lead, eventually edging out to a comfortable 4.9-second victory in the 12-lap contest.

"I got a pretty bad start but then I got into the lead and was just trying to pull the gap," said the Carlin driver.

"I think I touched the grass [down the Craner Curves] but you need to risk it at this stage [of the championship]. If you're behind you've got to take the risk and you're just trying to pick up the best result you can. There was an opportunity which wasn't too risky, he gave me enough room and I gave him enough room."

Behind the leading pair, Elite Motorsport's Javier Sagrera lost out on an impressive podium having been out of position on the grid ahead of the start and handed a 10s post-race penalty, which promoted Arden Motorsport team-mates Alex Connor and Roman Bilinski into third and fourth, the



latter on his British F3 debut (see News).

Race two was an easier affair for O'Sullivan, who got a better launch from pole and headed a train of Connor, Ushijima and Bart Horsten. Ushijima, who came into the meeting six points behind O'Sullivan in the standings, dived to the inside of Connor on lap four of 12 at the Melbourne Hairpin, with the pair running side-by-side on the exit before Connor held the position on the inside line at Goddards.

Five laps later it was Ushijima's turn to be attacked, by Hitech GP team-mate Horsten, who lunged up the inside at Goddards, but contact was made as Horsten's right front tyre collided with Ushijima's left rear on the exit of the corner which broke the latter's suspension and sent him into retirement.

Fortec's Roberto Faria benefited most from the fracas, moving up to third, having

started sixth ahead of Sagrera and the recovering Horsten, but the Australian was disqualified from the result for his involvement in the collision, handed a five-place grid penalty for race three and four points on his racing licence.

It proved not to be the only collision Ushijima was involved in. In the full-reversed-grid race three he moved across on O'Sullivan on the run down towards the Melbourne Hairpin. The contact pitched Ushijima backwards into the barrier, while O'Sullivan was out on the spot with broken left front suspension.

"Going out of Turn 1, a bit of kerb came up and hit the right-hand wing mirror, so I couldn't see on my right," said Ushijima.

"I didn't think he was there but it was my fault. I have a lot of respect for Zak and I want to be competing for this championship fair and square. I've already apologised."



WEEKEND WINNERS

BRDC BRITISH F3

Race 1 (all 12 laps) 1 Zak O'Sullivan; 2 Reece Ushijima +4.918s; 3 Alex Connor; 4 Roman Bilinski; 5 Christian Mansell; 6 Tom Lebbon. **Fastest lap** O'Sullivan 1m25.307s (104.96mph). **Pole** O'Sullivan. **Starters** 17.

Race 2 1 O'Sullivan; 2 Connor +1.085s; 3 Roberto Faria; 4 Javier Sagrera; 5 Bilinski; 6 Mansell. **FL** Ushijima 1m25.240s (105.04mph). **P** O'Sullivan. **S** 17.

Race 3 1 Mikkel Grundtvig; 2 Max Marzorati +1.928s; 3 Lebbon; 4 Bryce Aron; 5 Bilinski; 6 Mansell. **FL** Sagrera 1m25.047s (105.28mph). **P** Reema Juffali. **S** 17.

Points 1 O'Sullivan 219; 2 Ushijima 172; 3 Connor 138; 4 Mansell 134; 5 Faria 124; 6 Sagrera 117.

GINETTA GT5 CHALLENGE/G40 CUP

Race 1 Will Aspin

Races 2 & 3 Josh Steed

GINETTA GT ACADEMY

Races 1 & 2 Toby Trice

Race 3 Angus Whiteside

CITYCAR CUP

Races 1 & 2 Nic Grindrod

For full results visit: tsl-timing.com

With the title protagonists out it offered pre-season favourite Ayrton Simmons the chance to take some much-needed points after another lacklustre weekend.

After recording a best result of eighth from the opening two races, Simmons was battling over second in race three when he was forced wide at McLeans by Chris Dittmann Racing team-mate Max Marzorati, eventually finishing eighth.

Marzorati meanwhile recorded his maiden British F3 podium in second, having been passed for the win by Fortec's Mikkel Grundtvig, while Tom Lebbon took third.

Angus Whiteside finally put a stop to Toby Trice's dominance in the Ginetta GT Academy. Trice, who had already won all three races at the championship's maiden Brands Hatch meeting, continued his impressive form by taking a lights-to-flag victory in the opening two races, having been shadowed by Whiteside in both.

A superb getaway from third on the grid in race three gave Wes Pearce the lead from poleman Trice, but any chance of another hat-trick disappeared when Trice and Gilbert Yates collided at the Melbourne Hairpin with the former sent into a spin. Whiteside, running third, then disposed of Yates and eventually Pearce on the final lap at McLeans to win.

Nic Grindrod continued his domination of the CityCar Cup, taking another two wins at Donington Park in lights-to-flag affairs having started on pole.

STEFAN MACKLEY

ASPIN FINALLY COMES OUT ON TOP



Will Aspin's wait for a first Ginetta GT5 Challenge victory finally came at Donington Park, but perhaps not in the circumstances he would have liked.

The Elite Motorsport driver, who graduated from Ginetta Junior in 2021, has been impressive this season having taken a podium in each of the previous six races and arrived at last weekend's meeting second in the standings.

Despite lining up third on the grid for race one, he was leading by the end of the opening lap, aided when poleman John Bennett ran wide on the exit of Redgate, before the same befell championship leader Josh Steed at the start of the second lap when he tried a move around the outside for the lead.

A mid-race safety car period to retrieve debris at the Fogarty Esses settled the order down momentarily, but at the restart Aspin soon found himself under pressure from Bennett who had recovered from eighth.

Aspin then ran wide on the exit of Goddards at the end of lap seven, but crucially led Bennett across the line by just 0.018s as he lost the lead on the run to Redgate. When a red flag was called for a stationary car at the Esses on the same lap, Aspin was handed a reprieve and his maiden GT5 Challenge win on countback,

although he had mixed feelings.

"I was a bit annoyed, I had done most of the hard work and I threw it away," he said. "The car was really good and I was just comfortable with it. I thought there would be a couple of people who would try too hard and it was just about trying to get the lead as soon as possible, which I did until the safety car came out.

"The win has been in reaching distance. I didn't realise I'd won until five minutes after I came in, just before the podium.

"As well as winning, it would have been nice to have the win without the mistake but I'll get to learn from it."

Bennett took second from Ben McKenna, who also ran wide at Redgate on lap one, while Steed recovered to fifth.

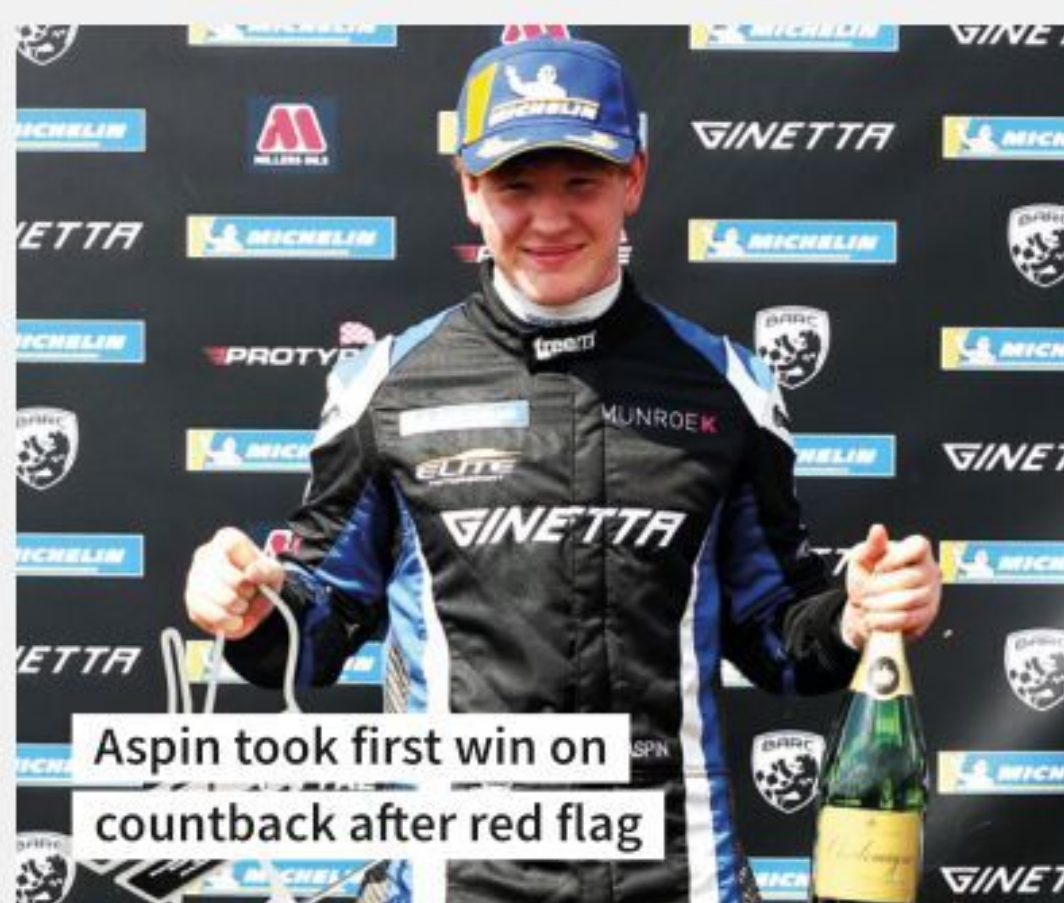
Aspin looked set to double up in race two, having got an early break while the rest of the pack squabbled for position behind as McKenna – who impressed on his debut last time out at Silverstone – came together with Nat Hodgkiss at the Old Hairpin.

This aided the rise of Steed who soon made his way into second and steadily closed on Aspin before, on lap eight of 12, making his move on the inside of the Melbourne Hairpin, only for Aspin to get the position back into Goddards.

A lap later, though, and Steed made the move stick in the same spot with Bennett also demoting Aspin on the final lap after the race-one winner slid wide through the Esses in his bid to retake the lead.

There was no mistaking the victor of race three. Steed was in imperious form as he won by nearly 12s from Aspin, with McKenna completing the rostrum after Bennett retired early on. In the concurrent G40 Cup, Marc Warren took another hat-trick of victories.

STEFAN MACKLEY



Richardson (left) battled
with Claridge in thrilling
Thundersports contest



Thundersports and Aurora Trophy headline popular Superprix meeting

**BRANDS HATCH
HSCC
9-11 JULY**

Audacious passes in Thundersports and the Aurora Trophy finale wowed spectators as the Historic Sports Car Club's annual Legends of Brands Hatch Superprix spanned both circuit layouts over three days.

Lola T290 stalwart Mark Richardson's committed dive inside James Claridge's Chevron B23 into Clearways didn't stick in the former, but Martin Stretton's jaw-dropper on fellow Formula 2 March driver Matt Wrigley at Paddock Hill Bend deservedly left honours even.

Saturday's sportscar mini-enduro was

a thriller. After a short caution, Richardson ambushed Claridge and staved him off until the pitstops, which is where Claridge got the upper hand as Richardson rejoined four seconds adrift. He hounded his rival down and was 0.401 seconds shy when the chequered flag flew 20s early...

Wrigley (March 782) and Stretton (March 712) blitzed the Aurora opener, clear of Mark Charteris's 742 and Geoff Lees Trophy contenders Rory Smith (Ralt RT4) and Sam Harrison (Dallara 389). Stretton redoubled his efforts later, cunningly boxing Wrigley behind Judy Lyons on the last lap.

"It's great racing wheel-to-wheel with Matt, but I saw the situation unfold, dropped it down another gear and floored

it," said Stretton, whose smaller chassis, designed for 1600cc F2, lacks downforce in comparison with the wide-nosed 782 but was fractionally quicker in each speed trap. Teenager Harrison finished third.

Historic Formula Ford 2000 kicked off on Friday as 31 combatants provided half the six Indy circuit races. Royale racer Ian Pearson won the first qualifier from poleman Adrian Reynard and father and daughter Graham and Jennifer Ridgway, all in Reynards.

Points leader Graham Fennymore led the second heat until his oil pressure "went to zero" and he nursed his steed home in fourth only to discover a faulty gauge. Molly Dodd (Royale RP27) won brilliantly on the road, only for a transponder glitch to earn her a 30s post-race penalty, which dropped her to fifth as Jon Finch won.

Pearson's four-second lead in the final was expunged by a safety car interlude, after which Fennymore snatched the advantage decisively as the track went green. "Without the caution I wouldn't have caught Ian," said Fennymore. Reynard, Andy Storer, Finch and Dodd led the chase.

Moving to the GP layout on Saturday, Pearson qualified on pole from Fennymore, Storer and Dodd in wet conditions. Fennymore and Pearson scrapped race-long, ahead of Storer, with Dodd fourth.

Saturday's excellent Historic Formula Ford race was red-flagged for a second time when Over 50s division leader Ross

Aurora Trophy wins
were shared between
Wrigley (l) and Stretton



ALL PHOTOGRAPHY: HAWKINS



Another Guards Trophy victory for Newall



Fennymore came out on top of Historic FF2000



In his ex-Clark Lotus 18, Wilson was the man to beat in HGPCA bouts

Drybrough's Merlyn Mk20 rolled nastily after clipping Simon Toyne's Lola T200 at Druids. No result was declared (see News).

Sunday's race finished prematurely too, with Alan Schmidt's Merlyn in the barrier on the GP loop. Donington Park victor Tom McArthur (Titan Mk3) rounded Cam Jackson at Paddock to lead mid-race but the Winkelmann driver was ahead as they took the chequered flag with Horatio Fitz-Simon (Merlyn) in tow.

Jackson also won the Classic FF1600 rounds, neither over the full distance. On a treacherously slippery track, Saturday's was stopped when the spinning James Fettiplace collected Simon Clews at Paddock.

Henry Chart (Van Diemen RF81) led on Sunday until a red flag, which reprieved Jackson. He'd traversed the gravel at Paddock under yellows, behind Simon Armer's beached March 703, and thus could restart towards the front. Jackson duly jumped Chart at the lights. Jeremy Timms (ex-Reine Wisell Chevron B15) dominated the concurrent 1000cc Historic F3 contests.

Andy Newall completed his Guards Trophy hat-trick in 2021, distancing Simon and Cam Jackson (Lenham P70) and 2020 winners Westie and Ben Mitchell (Chevron B8), who served a drivethrough for stopping 1.3s before the window opened.

John Spiers and Peter Thompson (TVR Griffiths) traded places as their pre-1966 GT battle raged throughout. Spiers, seventh overall, prevailed by just 0.348s.

Chris Goodwin — whose father Tony raced Newall's Chevron contemporarily — aced Formula Junior in a Lotus 22 from Richard Wilson (Brabham BT6). It finished under yellows when Trevor Griffiths (Emeryson) tagged Crispian Besley (Cooper T56) while disputing class C2.

An engine problem stopped runaway Classic F3 leader Andy Smith on the Indy circuit, promoting Benn Tilley (March 743) and Keith White (Ralt RT1). Smith made amends on Sunday, chased by Classic FF2000 standout Murray Shepherd — on new Avon radial wets — and Tilley, experiencing wets for the first time.

The HGPCA trifecta's climax reflected the Silver City Trophy F1 feature that opened the Grand Prix circuit in August 1960 — except Jim Clark's Lotus 18 didn't retire while leading in Sam Wilson's skilled hands, but Jack Brabham's Cooper T53, with Rudi Fredrichs up, did.

Peter Horsman (18/21) outlasted the German for second in race three, ahead of Miles Griffiths, who bellowed Julian Bronson's Scarab from 25th to third. John Spiers defeated Rod Jolley (Lister-Jaguar Monza) in Saturday's front-engined counter.

Cobra charmer Kevin Kivlochan couldn't shake off Historic Road Sports points leader John Davison (Elan S1) who set fastest lap. Behind Rupert Ashdown, Jonathan Rose and Frazer Gibney — all Elans — Mark Godfrey wriggled his 1500cc Ginetta G4 through a Morgan +8 trio for sixth.

WEEKEND WINNERS

THUNDERSPORTS

James Claridge (Chevron-BDG B23)

AURORA/GEOFF LEES TROPHY

Race 1 Matt Wrigley (March-Hart 782)

Race 2 Martin Stretton (March-BDG 712)

HISTORIC FF2000

Race 1 Ian Pearson (Royale RP30)

Race 2 Jon Finch (Reynard SF79)

Races 3 & 4 Graham Fennymore (Reynard SF81)

HISTORIC FF1600

Cameron Jackson (Winkelmann WDF2)

CLASSIC FF1600/HISTORIC F3

Races 1 & 2 Cameron Jackson

(Winkelmann WDF2)

GUARDS TROPHY

Andy Newall (Chevron-BMW B6)

HISTORIC FORMULA JUNIOR

Chris Goodwin (Lotus 22)

CLASSIC F3/FF2000

Race 1 Benn Tilley (March-Toyota 743)

Race 2 Andy Smith (March-Toyota 783)

HGPCA

Race 1 John Spiers (Maserati 250F)

Races 2 & 3 Sam Wilson (Lotus 18)

HISTORIC ROAD SPORTS

Kevin Kivlochan (AC Cobra)

70s ROAD SPORTS

Will Plant (Morgan +8)

HISTORIC TOURING CARS

Steve Soper (Ford Mustang)

CLASSIC CLUBMANS

Mark Charteris (Mallock Mk20/21)

CHAMPION OF BRANDS

Matt Rivett (Van Diemen RF91)

For full results visit: tsl-timing.com

The Malvern marque's reps retaliated in the 70s set, but Jim Dean (Europa) split winner Will Plant and father Richard each side of a caution.

Dan Williamson (Ford Falcon) did well to lead Historic Touring Car poleman Steve Soper for two laps but, after a safety car, he clouted the barrier at Druids, having ceded second to Rob Fenn. Mark Martin repelled Paddy Shovlin among the Cortinas for third.

Spencer McCarthy screamed from the back of Friday's Classic Clubmans grid, ousting Mike Lane for third behind John Harrison on the Indy circuit. All lapped within 0.71s of winner Mark Charteris's best. Tom Muirhead outran Stephen Littler among the larger FF1600-engined entry.

MARCUS PYE

Brewer doubles up on Anglesey racing return

ANGLESEY
BRSCC
10-11 JULY

It was two wins out of three for Jack Brewer in the Mazda MX-5 Championship at Anglesey last weekend.

Brian Trott led race one from the start, but Brewer had surged ahead before the end of the opening lap. Once a four-car battle for third had fragmented, Trott came under pressure from Steve Foden. Their duel enabled Brewer to increase his victory margin, while Trott just held on to second, with Foden and Zak Oates in his wheeltracks.

Trott made the best start again in race two but, after Brewer got by into the Hairpin, Trott ran wide at the Bus Stop and dropped to fifth. Oates and Oliver Allwood had a couple of exchanges at the head of a four-way battle for second, before Allwood made it stick as the race finished behind the safety car.

Brewer was playing catch-up in race three after being squeezed out on the first lap as Seb Fisher had the lead, until Allwood shot by into Rocket on lap six of 11. Fisher lost second in the closing laps after a tussle with Oliver Graham as both were closely followed by Foden and Brewer.

With only three laps to go in the first of the two three-hour Fun Cup races, Harry Mailer/Andy Bicknell's Despatch Bay car appeared to have lost out to Greensall Motorsport's Nigel Greensall after Mailer ran wide into Turn 1.

But Greensall was excluded for a rear wing issue, handing Mailer the win, from championship leaders Scott Fitzgerald and Fabio Randaccio (UVio/Hofmann's Lotus),



with PLR's Ben Pitch/Neil Plimmer third.

Fitzgerald/Randaccio went one better in the night race, as it was a dominant victory for the UVio duo – and their third from four races this season.

Mark Holme/Nick Nunn were second for Team Viking, with Team Greenheath's Gary Bate/Simon Smith fending off MakeHappen's Greg Evans/Stephen Walton for third.

Chris Middlehurst's Van Diemen LA10 grabbed a first-lap lead into Rocket in the opening National Formula Ford contest, but couldn't break the tow to Maxwell Esterson's Ray GR18. They remained nose-to-tail throughout and were split by just 0.156 seconds at the flag, with Jack Wolfenden's Firman RFR17 a solitary third.

It was Middlehurst versus Esterson again in race two and just as close as the first time around. Esterson got ahead on lap five, only

for Middlehurst to take it back a lap later.

They went into Rocket side by side for the final time, but it was win number two for Middlehurst, with Alex Walker's Spectrum 011 a race-long third.

A wet track and reversed grid ended Middlehurst's hopes of a hat-trick. Jamie Sharp's Medina Sport JL17 got away on the first lap, with Colin Queen's GR18 spinning out of an early second.

Esterson was left with a comfortable second and, after Thomas Mills' Spectrum clashed with Queen a lap from home, Middlehurst collected a late third.

Samuel Smith was the man to beat in the Mazda MX-5 Supercup as he took a hat-trick of wins during the course of the weekend.

In the first of the Supercup races, Patrick Fletcher headed Smith into the Hairpin on lap one, before a three-lap safety car intervention. Fletcher ran wide at the restart and initially held off Jack Harding for second but, after coming through Church side by side, Harding was ahead at the Hairpin and just managed to hold off his rival over the remaining three laps.

Smith again lost out at the start of race two, but to Harding this time. After running nose-to-tail for a couple of laps, Smith finally got through at Peel on lap five of 12, to secure his second win, over Harding and Fletcher.

James Cossins managed to hold off all challengers for three laps in the finale, before Smith finally got by at Rocket and pulled out a seven-second gap by the flag.

Second place went down to the wire, with Harding just fending off the attentions of Fletcher and Will Blackwell-Chambers.

PETER SCHERER



Middlehurst won two out of three National Formula Ford races in Van Diemen



Leading the pack: Brewer proved unbeatable in two of the Mazda MX-5 races

WEEKEND WINNERS

MX-5 CHAMPIONSHIP

Races 1 & 2 Jack Brewer

Race 3 Oliver Allwood

FUN CUP

Race 1 Despatch Bay Express

(Andy Bicknell/Harry Mailer)

Race 2 UVio/Hofmann's Lotus

(Scott Fitzgerald/Fabio Randaccio)

NATIONAL FF1600

Races 1 & 2 Chris Middlehurst (Van Diemen LA10)

Race 3 Jamie Sharp (Medina Sport JL17)

MX-5 SUPERCUP

Races 1, 2 & 3 Samuel Smith

BRITISH SUPERKARTS

Races 1, 2 & 3 Liam Morley (Anderson VM)

MODIFIED FORDS

Race 1 Piers Grange (Ford Escort Mk2)

Race 2 Dave Cockell (Ford Escort Cosworth, below)

MX-5 CLUBMANS

Races 1 & 2 Harry Storer



For full results visit: tsl-timing.com

A LONG OVERDUE RETURN



Motorsport finally returned to Wales with the British Racing and Sports Car Club meeting at Anglesey, the first this year.

With rallying hit hard due to COVID-19 restrictions as well as the postponement of circuit meetings at both Anglesey and Pembrey, Wales has probably been hit more than most by the various levels of lockdown.

Whereas Motorsport UK has worked hand-in-hand with central government for the restart of the sport in England, the devolved parliament in Wales has added further complications.

"We first had an idea that this meeting could go ahead and maybe with spectators about three weeks ago, when the initial bubbles of 30 people rose in England and it was decided to synchronise here with the same volume of people to attend," said Anglesey circuit manager Andrew Crighton.

As with circuits in England, the race paddock and support area had to be segregated from any spectators, with no overlap between the two.

"At Anglesey we don't have the paddock capacity of some circuits, so it was difficult to organise," added Crighton. "We had to reconfigure the space we had, but having run rallies on consecutive days last week, they were considerably harder."

The Anglesey management have also

been working in conjunction with Pembrey's circuit manager Phil Davies, to help bring the sport back to Wales.

"Being in the south, Phil is nearer to the Welsh Parliament and able to liaise with them on our behalf too," said Crighton.

Random inspections were expected over the weekend and COVID-19 rules were strictly enforced with marshals, drivers and management pleased and relieved to see the competition side of the sport return to the north Wales venue.

"We have to work with any new legislation and we are very enthusiastic to see the sport back. We have had testing for professional teams and some private business events, so the circuit hasn't been totally idle," said Crighton.

"From now all the planned events will hopefully be going ahead and from our side we are heading in the right direction now. It continues to be a challenge for us all, changing the infrastructure, relying on the internet for signing on, briefings, passes and many things being new to us."

As a Wales-based driver, how did Mazda MX-5 racer Jason Greatrex feel about the return of motorsport to his home country?

"I think it's taken too long, really, as England has been open for sport for a long time, and I don't understand why we didn't too," he said.

"I am based in south Wales, so it was over seven hours to get to Anglesey for me. The track is worth the visit, though, but I have been racing in the championship in England this year – but only heard that this was actually on about two weeks ago."

His thoughts were echoed among other drivers, but, with everyone's co-operation, hopefully the steps forward will now continue throughout the rest of the year.

PETER SCHERER

Welsh circuit finally held a race meeting again





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Brewster and Johnson proved to be the winning combination in the 36-strong Light Cars field

Young and old embrace vintage racing at Oulton Park festival

**OULTON PARK
VSCC
10 JULY**

Connect the words 'vintage' and 'car' and you may well conjure an image of an old, oily, mostly unreliable machine. Yet apply 'vintage' to almost anything else and 'old' becomes 'chic', 'oily' becomes 'crafted' and reliability is a challenge to be savoured.

The Vintage Sports-Car Club has recognised this and so while the cars remain true to period, the paddock is evolving. Those of an older generation are still there in abundance, but their children, who grew up spending weekends being hauled to trials and hillclimbs have stayed too – and are now bringing their family and friends.

Saturday's Vintage Motorsport Festival drew a near COVID-19 restricted capacity crowd to Oulton Park for a busy programme of well-supported grids. There was little doubt that the 36-car-strong, 40-minute Light Car race was going to be the highlight. It was the only running this century of a race first held back in 1953, with the eligibility for entry remaining loyal to the original regulations, stating that cars and

cycle-cars must be pre-1931, under 1500cc, unmodified, and deliver less than 30hp.

The most noticeable aspect throughout was the number of novice crosses on display, with a whole new generation of racers entering the sport.

Polesitters Jeremy Brewster and Dermot Johnson aboard their Salmson AL22 led the way, but soon found themselves slipping down the order, having come under pressure from Hughie Walker's SIMA-Violet and the Salmson AL of Chris and Michael Hudson. Making up ground was the Morgan Super Aero of David Andrews and Iain Stewart, but time lost in the pits would later mean their challenge faded. By the three-quarters stage, the Brewster/Johnson car had rediscovered its form and, with Walker out, the Salmson headed home as winner.

If horsepower was lacking with the Light Cars, there was plenty elsewhere. Fred Harper found he had "too much grip" at the start of the Seaman Trophies race for vintage and pre-1961 machines, leaving his Kurtis Indy-Roadster momentarily stuck on the line. However, once on the tail of Tom Walker's Amilcar, he was able to choose his moment to pass before cruising to victory and the fastest lap of the day.

Sue Darbyshire (Morgan Super Aero) was in dominant form in the Bill Philips Trophy race, leading from start to finish and heading home a chasing trio of Fraser Nash cars by almost half a minute.

Some of the best action of the day came in the 'Specials' race, with Tom Thornton and Dougal Cawley dicing in a tremendous duel as the former took the lead at the start, only to lose it again by the hairpin. Thornton should have eased out a gap but he hadn't reckoned on Cawley's stamina

WEEKEND WINNERS

LIGHT CARS

Jeremy Brewster/Dermot Johnson (Salmson AL22)

PRE-1961 RACING CARS

Fred Harper (Kurtis Indy-Roadster, below)

PRE-WAR SPORTS CARS

Sue Darbyshire (Morgan Super Aero)

VSCC SPECIALS

Dougal Cawley (GN/Ford Piglet)

ALLCOMERS SCRATCH

Tom Thornton (BMW 329/28K)

ECURIE CLASSIC RACING CHALLENGE

Robert Gate (Jaguar E-type)

ALLCOMERS HANDICAP

James Miles (Austin 7 Special)



For full results visit: theresultslive.co.uk



Thornton took victory in Allcomers Scratch

ALL PHOTOGRAPHY: WALKER

– the GN 'Piglet' being thrown relentlessly late into every corner – and the pressure eventually sent Thornton's BMW 329/28K spinning across the track as Cawley went on to take victory. Thornton, who recovered to third, would later claim a win in the Allcomers Scratch.

Though representing a different era, the Ecurie Classic Racing Challenge assembled some familiar British favourites from the 1950s and 1960s. Jaguars were out in force as Robert Gate harnessed the grunt and agility of his E-type to work his way into the lead and then head home for an easy win.

STEVE HINDLE

Custom bodywork and paint were by George Barris, designer of TV's Batmobile and KITT



NEW BEGINNINGS FOR AN AMERICAN ONE-OFF

After nearly two decades of restoration, the unique McKee-Chevrolet Mahrya is once again turning heads

STEFAN MACKLEY

PHOTOGRAPHY HAWKINS

The only angle that's ugly is the very front, it looks like a guppy fish but we're not going to change it. It is what it is and she's unique."

Those who attended the popular American SpeedFest event at Brands Hatch earlier this month – returning after a COVID-19-induced hiatus – may well have seen Greg Thornton's "guppy fish" as it made its way forward from the back of the Bernie's V8 field.

An eclectic mix of machines made up the healthy grid, from Chevrolet Camaros to MGB GTs and everything in-between, but perhaps none have quite as interesting a history as Thornton's McKee-Chevrolet Mahrya.

The unique machine was created in 1961 for the United

States Road Racing Championship – a precursor to Can-Am – and was piloted by ex-Indycar and NASCAR driver Salt Walther, arguably most notable for injuries sustained at the start of the 1973 Indianapolis 500 and whose grandfather invented the Walther PPK handgun used by James Bond.

After brief and unsuccessful outings, the car's last race came in 1965 in Group 7 as Can-Am was about to launch, before being stored away until it was put up for sale nearly two decades ago.

"It was completely obliterated by the McLarens and the Lolas [in Group 7], put away and never came out again until we bought it," says historic racer Thornton. "I bought it unseen and sold by a very clever salesman in Florida saying the car needs a little bit of renovation and he sent me a whole collection of photos. In these



photos there are people with huge trophies next to it the car won.”

While the car did in fact win a selection of impressive trophies, none of them were for its racing pedigree on the track. Instead, it was for its bodywork and paint scheme customisation that had been done by legendary designer and customiser George Barris, famous for creating other machines such as KITT from Knight Rider and the original TV series Batmobile.

Not only had the car no outright success on the race track, it was often left at the rear of the field. And when Thornton bought the machine some 17 years ago it was far from being in the good condition that had been described to him.

“It was corroded and broken,” recalls Thornton. “The engine had to be rebuilt, the gearbox was in pieces, the actual gearbox casing was cracked. Obviously, the corners have had to be remade because we crack-tested them and they all failed. So we just reverse-engineered and just had them remade.

“I’ve had it 17 years – it’s taken us all of this time to rebuild it. I hate to think how much money we’ve put into it. The paint alone was 20-odd thousand pounds.”

Despite going through an extensive, expensive and time-consuming restoration, the car remains to the exact specification from the 1960s, featuring a V8 Chevrolet engine capable of approximately 400bhp and a four-speed gearbox, as well as hand-rolled aluminium bodywork painted in period livery.

“It was painted by a guy who does helmets. It took him two



“IT HAS POWER, IT’S STABLE ON THE ROAD. THE ONLY THING IT DOESN’T LIKE IS GOING ROUND CORNERS”

years to airbrush that paint,” adds Thornton. “The basecoat was simple but then doing all that pearlescent blend... and that’s exactly as it was in period.

“Nothing extra, nothing missing. Everything is just as it was – the fuel tank, the latches on the doors. We’ve tried to just replicate or rebuild or renovate any part of the car that needed renovation.”

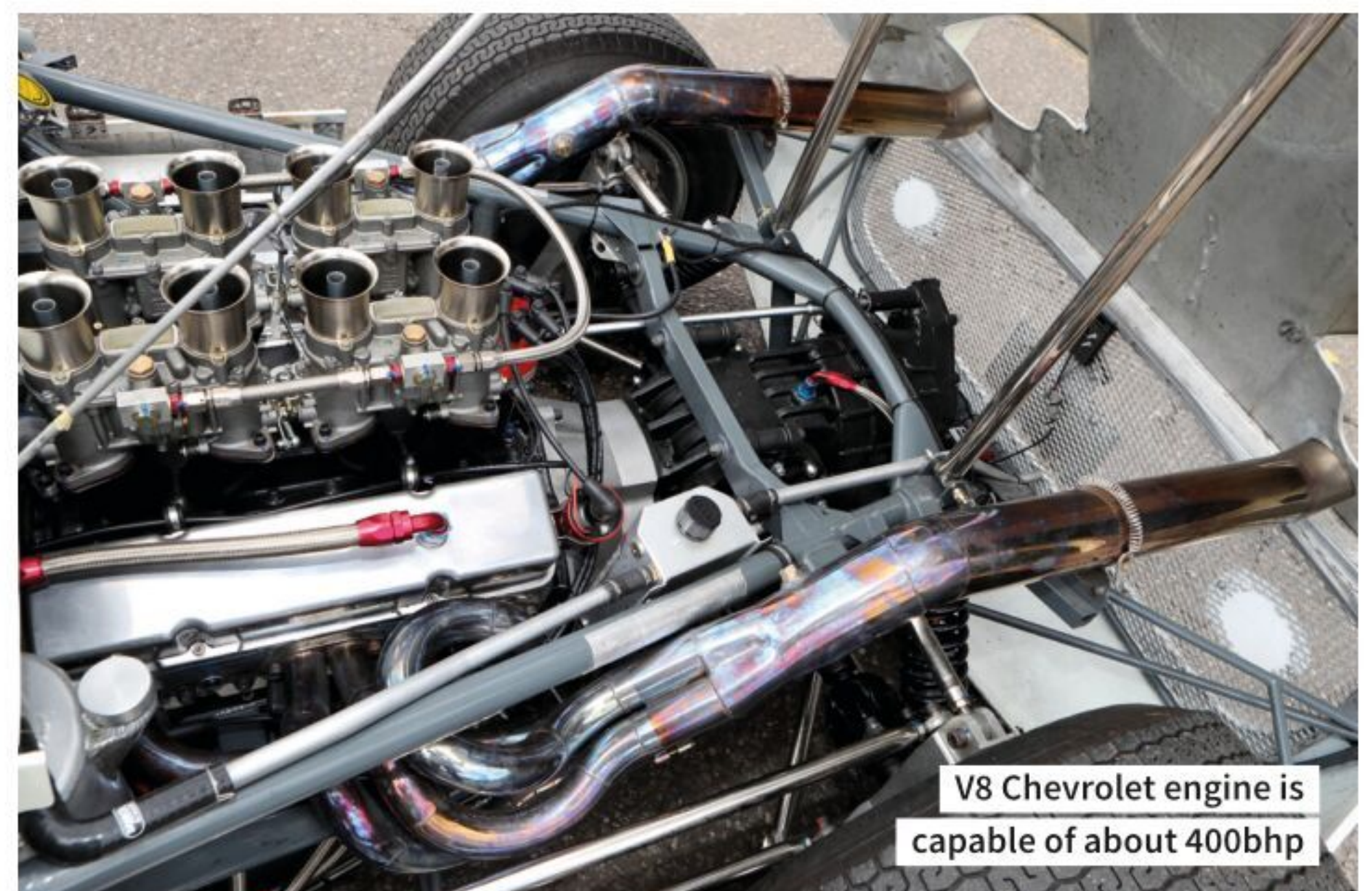
Having finally rebuilt it, Thornton debuted the car at the Goodwood SpeedWeek last October, where it competed in the Whitsun Trophy. After starting 18th, Thornton made encouraging progress in the 13-lap race to finish 10th.

Its second outing came at Brands earlier this month, where from the back of the near 30-car field it surged through to finish eighth in the final Bernie’s V8 race of the weekend.

As for future outings, Thornton believes it is “there to be invited to events” but nothing has yet been scheduled for the rest of 2021.

“We have to develop the car – we haven’t done any development work yet,” says the 2013 Historic F1 champion. “It brakes perfectly, it has power, it’s stable under the power, it’s stable on the road. The only thing it doesn’t like doing is going around corners, we can’t get it to turn in but that’s what we need to set up.

“It’s lots of fun to drive and it’s unique. You’re out there and you’re in something there isn’t another one of in the world.” ❧



FROM RACING F1 AND F2 CARS TO RALLYING A SUNBEAM

Club competition has its fair share of versatile drivers and Kim Mather's experiences have been more eclectic than most over more than half a century in motorsport

PETER SCHERER

Kim Mather is probably best known for his exploits in Formula 2 and Formula Atlantic machinery in the late 1970s and early 1980s, but there's a lot more to the man from Haydock.

Mather has competed in a plethora of cars over the decades, with one recent competition outing coming on the Motorsport News Circuit Rally Championship on the Neil Howard Memorial Stages at Oulton Park in May.

It's a throwback to where his interest in motorsport began as his father, Stanley, was a rally driver who contested the 1959 Monte

Carlo Rally in a Morris Minor, with a toilet in the back! "It's in the blood – we have always been a car and motorsport family, but my first event was a road rally at 17, in a Morris 1300," says Mather, who turned 70 this week.

He dabbled in road rallying, and won an event in Wales with a Ford Escort Twin Cam, before older brother Mike went to the fabled Jim Russell Racing School. "He was going to be the next best thing, so dad bought him a Merlyn Formula Ford," says Mather. "We had various race cars from Bob Howlings at AMCO, a Lotus 51/61 and then I won a sprint at Burtonwood in an ex-Reine Wisell Lotus 69."

Mather and wife and co-driver Yvonne came third in class at Oulton in May in Sunbeam Lotus





Mather raced Chevron-Cosworth B41 in '79

MOTORSPORT IMAGES

The family had a Chevron B18 for FAtlantic while Kim raced the Formula Ford, before some time was spent as his brother's mechanic on an ex-Graham Coaker March 712 during 1971 and 1972. Mather was still the main mechanic in 1973, but used their FAtlantic-spec March 722 for a sprint at Aintree and won. It was also this year when he got the chance to race an ex-Yardley BRM P153, which Jackie Oliver had used in nine grands prix.

"It was a sportscar V12 engine. We played with the car a bit but had no gearing or anything. It flew at Aintree, but we eventually blew it up at Silverstone," explains Mather, who took wins at Aintree, Croft, Longridge and Oulton Park.

He raced a Brabham-BDA BT38C in FAtlantic and Formula Libre in 1974, before moving on to driving a March 742 with some success a year later.

Libre was still a popular single-seater formula in the late-1970s and Mather's Dinorben Arms-backed Chevron B34/35 BDA was successfully raced in the 1977 and 1978 Shellsport Series, as well as the European F2 round at Donington Park in 1977.

"We had a race-by-race agreement with Dinorben, and my best race in the car was 1978 at a misty Mallory," he says. "I had a stroked engine, but it blew up after a rebuild, so I rebuilt it myself."

He focused on the Aurora Championship in 1979 and drove a variety of cars, including a March 772/782 rebuilt from a write-off, a 772P, the Durex Chevron-Cosworth B41 and a works March 792 that was written off in a crash with Norman Dickson at Brands Hatch.

He also did the European F2 races at Silverstone and Thruxton in the 772P – against upcoming drivers such as Eddie Cheever, Derek Daly and Bobby Rahal – and attempted to race the 782 at Donington too, but withdrew after problems.

"The 772P was from Patsy McGarrity – it flew with the BDG in too, after not worrying about blowing up the BMW," recalls Mather. "Plus I knew the 792 having tested Norman Dickson's car for Colin Bennett."

In 1980 he had backing from Theodore Racing with a March-BMW 802. He was second overall at Oulton in an Aurora race and was 10th in the championship. He also ran the car in the Silverstone F2 counter, in which he finished 13th in a round won by Derek Warwick. He then had one more year of single-seater racing, stepping back to FAtlantic with a March-BDA 792.

"We sold everything to try and get an F2 Ralt, but ended up racing the March, owned by Jim Evans, which he raced in Libre," explains Mathers. The car ran in both the Silverstone – "we passed about half of the field on the first lap in the wet, then a rear wheel bearing failed" – and Donington F2 rounds in 1981.

Aside from a season racing Alfa Romeos in 1988, taking a class win in a 75, he then focused on his first passion – rallying. But things didn't always run smoothly: "My first single-venue [rally] was in a Porsche at Oulton in 1982, I spun so many

times it was horrendous."

During 1984 and 1985 he rallied a Talbot Sunbeam Lotus, in both forests and on single venues, and by the end of 1985 he debuted his famous but radical twin-engined VW Scirocco. With it, he became Association of North Western Car Clubs champion in 1986 and 1987 before the car was banned.

"We debuted it on the Mid Wales Stages, but it didn't have a quick rack and it was hard to keep up with it," recalls Mather. "The front engine was automatic and the rear was manual, then we changed it to fully manual for the Silva Stages."

After stepping away for several years, Mathers saw something that fired his enthusiasm and began a journey back to competition. "We saw a dry sump Sunbeam engine for sale so bought it," he recalls. "Then we found the original car in 2006 and put it back together, as it has a history as a works-spec Clubmans car, rallied by John Weatherley and Chris Lord."

The Chrysler Sunbeam Lotus made its competitive return on the Neil Howard Memorial Stages at Oulton, with Mather and his co-driver and wife Yvonne finishing third in class. It's a very different prospect from the single-seaters of 40 years ago, but the passion for competition is just the same. ❧

"THE FRONT ENGINE WAS AUTOMATIC AND THE REAR WAS MANUAL – WE CHANGED IT TO FULLY MANUAL"



Winning double-engined Scirocco was banned

SCHERER

F1 2021 strikes a perfect balance, rewarding casual racers and diehard gamers alike



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Formula 1 fans will get the chance to hit the track themselves – virtually, at least – with this year's cars as *F1 2021* is released tomorrow (16 July).

F1 2021 is the latest edition of the official video game to be released by Codemasters, but is the first since the British publisher was acquired by gaming giant EA Sports over the winter. While EA's buyout came too late to make much of an impact on this year's game, *F1 2021* remains the deepest and most accessible F1 title to come out of Codemasters to date, building on the foundations made in recent years.

One of the biggest changes for *F1 2021* is the introduction of a new story mode, called 'Braking Point'. The mode goes across three seasons where you play as Aiden Jackson, a rising star in F2 who is on the cusp of an F1 drive. While completing on-track scenarios, you have to navigate the story that brings a taste of *Drive to Survive* to the game as tensions flare between Jackson and ageing team-mate Casper Akkermann, while *F1 2019* villain Devon Butler also returns.

Braking Point does a tremendous job of shaking up the game away from the traditional career and championship modes, and successfully delivers an engaging and, at points, quite touching storyline that makes you invest in the characters across the six-or-so hours it should take to complete. It should be your

first port of call on picking up the game.

The driver/manager career mode, MyTeam, takes further steps forward. The presentation is more polished, while the Deluxe edition also includes 'icon' drivers – Ayrton Senna, Alain Prost, Michael Schumacher, David Coulthard, Jenson Button, Nico Rosberg and Felipe Massa – whom you can sign to your team if desired.

Besides MyTeam, the regular driver career mode has also been tweaked to allow players to start out in F2 before making the step up to F1. Another great new aspect is two-player career, which lets you team up with a friend online either as team-mates (co-op) or rivals (contracts) through the regular career mode.

For all of the career-based modes, the R+D approach has been overhauled to make it more streamlined, while you can also quickly simulate practice programmes to accrue resource points instead of going through practice on-track. It makes for a snappier, speedier mode for casual racers, but those looking to get as close to the real thing can still run their full programmes.

That balance is something *F1 2021* strikes perfectly. The settings for the game can be tweaked a lot more this year depending on the challenge that gamers want. As well as the AI difficulty, other aspects such as financial income and R+D points can be enhanced or reduced to make the game easier or harder, depending on the experience you want.

The driving experience in *F1 2021* remains as rewarding as ever, with the cars feeling a little more planted and predictable compared to last year's game. The AI has been refined nicely, making noticeably more aggressive moves to defend positions, while



OFF THE TRACK



the improved damage model sees more bits of the car break off in incidents, forcing you to be more considered in your moves.

On release, *F1 2021* features 20 tracks, with Imola, Algarve and Jeddah set to be added at a later date as free downloadable content. The entire 2021 F1 grid is faithfully reproduced, while the game features the 2020 F2 field on release ahead of a later update.

Online multiplayer has also been made more accessible through a new 'social play' option, but those wanting to truly test themselves can again access the F1 Esports leagues, or set up their own championships with their friends. It all adds up to make *F1 2021* a game that casual fans and diehard followers of F1 alike can easily sink hours into without getting bored. It offers the most customisable, accessible and varied experience to date.

F1 2021 is available on PlayStation 4, PlayStation 5, Xbox Series, Xbox One and PC.

LUKE SMITH

FINISHING STRAIGHT

WHAT'S ON

INTERNATIONAL MOTORSPORT

World Endurance Championship

Round 3/6

Monza, Italy

18 July

Livestream

on Motorsport.tv,

Sat 1700, Sun 1030

TV Live Eurosport 2,

Sun 1045

Rally Estonia

World Rally

Championship

Round 7/12

Tartu, Estonia

15-18 July

TV Live BT Sport 1,

Thu 1830, Sat 0700,

Sun 0700, BT Sport 2,

Sat 1400, Sun 1200,

BT Sport 3, Fri 1000,

Fri 1600

TV Highlights

BT Sport 1, Fri 2100,

BT Sport 2, Sat 2200,

Sun 2030,

Red Bull TV, Fri 2000,

Sat 2000, Sun 2000,

ITV4 Wed, 2200

Australian Supercars

Round 7/12

Townsville, Australia

17-18 July

TV Live BT Sport 3,

Sat 0530, Sun 0315,

Sun 0615

Super GT

Round 3/8

Motegi, Japan

17-18 July

Livestream

on Motorsport.tv,

Sat 0600, Sun 0530

IMSA Sportscar

Round 7/12

Lime Rock, USA

17 July

NASCAR Cup Series

Round 22/36

New Hampshire, USA

18 July

TV Live Premier

Sports 2, Sun 1930

NASCAR Xfinity Series

Round 19/33

New Hampshire, USA

17 July

UK MOTORSPORT

British Grand Prix

Formula 1 World

Championship

Round 10/23

Silverstone

18 July

TV Live Sky Sports F1,

Sun 1455, Channel 4,

Sun 1445

TV Highlights Sky

Sports F1, Sun 1900,

Channel 4, Sun 2300

FIA Formula 2

Round 4/8

Silverstone

17-18 July

TV Live Sky Sports F1,

Sat 0845, Sat 1435,

Sun 1040

W Series

Round 3/8

Silverstone

17 July

TV Live Channel 4,

Sat 1305

Oulton Park CTA

17 July

Civic Cup, Time Attack,
Touring Car Trophy/
TCR UK, VW Cup

Donington Park MGCC

17-18 July

BCV8, Cockshoot Cup,

Equipe, MG Cup, MG

Metro Cup, MG Midget

& Sprite Challenge,

MG Trophy, Morgan

Challenge, Triple M

Racing Challenge

Snetterton 750MC

17-18 July

Alfa Romeo, Armed

Forces Challenge, CALM

Porsche, Club Enduro,

Formula Vee, Historic

750 Formula, Locost,

MR2, Roadsports, Sports

1000, Type R Trophy

Mondello Park MPSC*

17-18 July

Fiesta ST, Fiesta Zetec,

Formula BOSS, Formula

Sheane, Formula Vee,

Future Classics, Ginetta

Junior, Historics,

Irish Legends, Irish

Supercars/ITCC/SEAT

Supercup, Strykers

Knockhill SMRC

18 July

Classic Sports and

Saloon, Scottish C1,

Scottish FF1600, Scottish

Fiesta ST, Scottish Mini

Santa Pod

British Drag Racing

Championship

17-18 July

*Behind closed doors



Crowds will be back at Silverstone for British GP

TEE/MOTORSPORT IMAGES



FROM THE ARCHIVE

JW Automotive Engineering's driver quartet of Jo Siffert, a recumbent Pedro Rodriguez, Brian Redman and Leo Kinnunen pose with one of the squad's Porsche 917K machines at

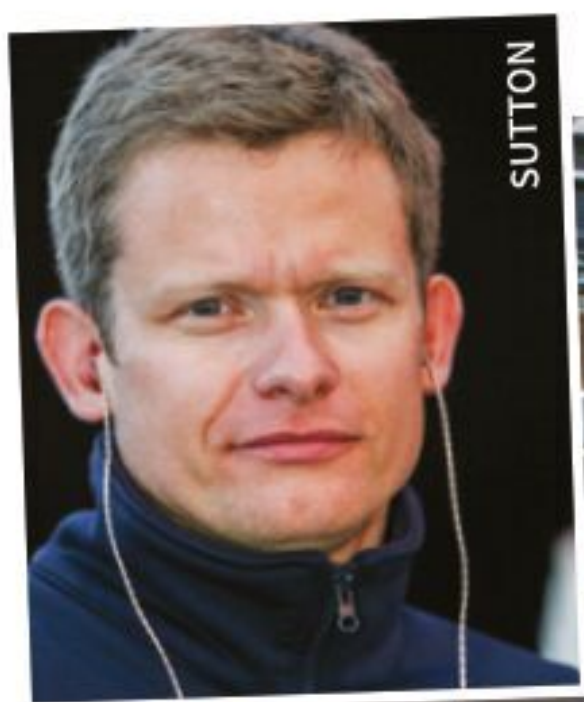
the 1970 Monza 1000Km. Rodriguez held off the works Ferraris of Ignazio Giunti/Nino Vaccarella (512S Spyder), John Surtees/Peter Schetty (512S) and Chris Amon/Arturo Merzario (512S) to take victory, while polesetter Siffert

and Redman struggled home in 12th place, plagued by mechanical issues. See next week's issue of Autosport for our report on this weekend's 6 Hours of Monza, round three of the WEC season.

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WHAT COULD HAVE BEEN

Losing an F1 shootout with Trulli

EMMANUEL COLLARD

The shootout to replace injured Prost driver Olivier Panis after his leg-breaking 1997 Canadian Grand Prix crash would prove a pivotal moment in the careers of Jarno Trulli and Emmanuel Collard. Unfortunately for Collard, the circumstances were hardly ideal and, while Trulli got his big break, the Frenchman's Formula 1 dreams were snuffed out for good.

Reigning Porsche Supercup champion Collard hadn't driven an F1 car in anger for over a year when he was invited to Magny-Cours. And just days removed from the heartbreak of losing victory in the Le Mans 24 Hours when his Porsche went up in flames two hours from home, Collard arrived already feeling "completely destroyed".

Minardi regular Trulli lapped 0.16 seconds quicker and impressed the team with both his fitness and feedback, while Collard struggled with his neck. But the headline times don't tell the full picture – Collard recalls that the original plan was for both drivers to have one set of new tyres each, and understood that the fastest driver afterwards would be chosen.

"I beat Trulli for the first set and they gave him a second set of new

tyres so finally he was a few tenths faster than me," he says.

Collard believes it was predetermined that the seat would go to Trulli as he was managed by Prost's former owner Flavio Briatore, who Autosport acknowledged in its test report still had "close links" to the team. That Briatore and Collard didn't have the best of relationships, dating back to 1995 when Collard was Benetton's under-used tester, merely added to his impression that "everything was against me at this time".

"I think the deal was done before," he says. "I don't know why they called me, I think they had to call a French driver."

Collard says "it's normal" that he struggled physically and questions why he was invited at all when this ought to have been obvious to boss Alain Prost. But he maintains that he could have done the job if asked.

Now an accomplished sportscar veteran, an outright winner of the Daytona, Sebring and Petit Le Mans classics, he concedes that his introverted personality meant he wasn't an obvious fit for F1. "I was too quiet," he says, "but I think I had the capacity to make it. The level was there."

JAMES NEWBOLD



IN NEXT WEEK'S ISSUE

British Grand Prix report

CAN MERCEDES HIT BACK AGAINST RED BULL?

COATES

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